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# The Hongkong Telegraph

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Dollar on Demand:—2s. 1/16d.  
Lighting-up Times:—6.03 p.m.  
High Water:—4.14 p.m.  
Low Water:—11.00 p.m.

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Gorgeous new colors—sumptuous upholstery—new adjustable front seat in the closed models—full width rear seats providing plenty of room for three adult passengers—new appointments and conveniences never before known to motor car practice.

## THE DRAGON MOTOR CAR CO., LTD.

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### AMERICAN KILLED IN QUARREL.

#### SEAMEN'S BRAWL ON OIL TANKER.

#### FATAL BLOW WITH BOTTLE AT LAICHIKOK.

#### CHARGE OF MURDER.

A fatal quarrel aboard a Standard Oil Company's tanker at Laichikok, resulting in the death of a seaman named John Zetterberg, said to be an American Swiss, is briefly mentioned in this morning's police reports. Another member of the crew, named Pedersen, has been placed under arrest.

At the moment, only the barest details of the affair are available, but it appears that the quarrel took place last night whilst the tanker, the Royal Arrow, was lying alongside the Standard Oil Company's wharf at Laichikok.

#### With Bottle.

As to the cause of the quarrel, nothing has so far been disclosed, but it is alleged that L. Pedersen, a fellow-seaman of the deceased, described in the police report as a mess-man, hit Zetterberg on the head with a bottle, causing injuries from which the latter succumbed before the arrival of medical aid.

The body of the deceased seaman has been removed to the Kowloon Mortuary, and a post-mortem examination is taking place this afternoon.

#### Murder Charge?

After the affair, Pedersen was arrested by the police, and it is stated that he will be charged with the murder of Zetterberg.

Police officials are still investigating the affair, and this morning Detective-Inspector Lane called at the offices of the Standard Oil Company for the purpose of making enquiries.

The Royal Arrow, aboard which the fatal affray occurred, is one of the Standard Oil Company's fleet of oil tankers, and she arrived in port yesterday from San Pedro, California.

#### Murder Charge?

Later.

The Telegraph now learns that the quarrel broke out round about midnight, and it is stated to have arisen while one or both of the men were under the influence of drink.

The brawl had gone on for some little time when, it is alleged, Pedersen struck Zetterberg on the back of the head with a full bottle of beer.

Death is stated to have been almost instantaneous, and the body was removed to the Mortuary at two o'clock this morning, after the Police had been sent for, and had carried out preliminary investigations.

The affair took place in a cabin on board the "Royal Arrow" and it is stated that there were one or two eye-witnesses. It was first thought by these that Zetterberg was not badly hurt and they sent for doctor, who on arrival, found the man already dead.

Pedersen will be charged at the Kowloon Magistracy on Monday on the capital charge.

### TO BE DISSOLVED.

#### TIENTSIN KUOMINTANG IN BAD BOORS.

Nanking, Jan. 18. The Kuomintang C.E.C. yesterday decided to order the dissolution of the Tientsin Kuomintang. It is the intention of the Central Kuomintang to send representatives to the city at a later date to organise a new Headquarters.

The C.E.C. has also expressed its dissatisfaction over the present management and inefficiency of some of the Kuomintang departments in cities of North China. A Committee of twelve, including Marshal Chiang Kai-shek and Mr. Wu Han-min, has been elected for the purpose of directing the re-organisation work.

### GENERAL BOOTH IN ACTION.

#### INJUNCTION TO RESTRAIN THE HIGH COUNCIL.

#### RESPIRE OBTAINED.

London, Jan. 18. General Bramwell Booth's deposition from the leadership of the Salvation Army by the High Council of the Army was to-day the subject of an action on the General's behalf in the Chancery Division of the High Court of Justice.

Counsel for the General asked for an injunction to restrain the High Council from acting on its resolution to remove the General. He pointed out that the urgency of the injunction was very great because the High Council was in session and would proceed, unless restrained, to nominate a successor to the General. Counsel proceeded to contest the invalidity of the deposition.

Mr. Justice Eve granted an interim injunction restraining the High Council from taking action on the resolution and gave leave to serve short notice of motion for Monday morning.

The High Council, which had already met to elect the General's successor, adjourned upon hearing of the injunction.—British Wireless.

Commissioner Haines, the managing director of the Salvation Army Assurance Society died suddenly to-day during the afternoon meeting of the High Council.—Reuter.

### RECENT MUKDEN COUP.

#### SUN CHUAN-FANG DENIES ANY PART IN AFFAIR.

#### PUBLIC DISCLAIMER.

Dairen, Jan. 18. In connexion with the execution of the late General Yang Yu-ting and General Chang Yin-hua, the well-known former tapan of Chihli, General Sun Chuan-fang has made a public statement emphatically denying that he was in any way connected with the plot to overthrow the Manchuria regime, which finally led to the execution of General Yang.

In relating his visit to the residence at Mukden of General Yang Yu-ting, General Sun Chuan-fang explained that he went there for the sole purpose of attending the banquet on the birthday of Yang's father.

On the morning of the 11th instant, he received an unexpected call from General Chang Hsueh-liang and General Chang Tso-hsiang and at the subsequent interview with these two, he learned for the first time, and to his great surprise, that Chang Hsueh-liang had executed two of his late father's trusted and intimate associates.

Immediately after his interview with Chang Hsueh-liang, General Sun Chuan-fang made a hasty departure for Dairen. It is believed that his movements and his strong criticism of Chang Hsueh-liang are the primary causes for the prevailing belief that he took an active part in the coup.

### TEAPOT DOME OIL SCANDAL ECHO.

#### ROCKEFELLERS DEFEND COL. STEWART.

New York, Jan. 18. According to the New York Times, although retired for many years and a nonagenarian, Mr. John D. Rockefeller, Sr., has thrown into the light his influence in the oil industry to prevent reflection on the character of Colonel Stewart, the chairman of the Standard Oil Company.

The reflection threatened is the result of the refusal of Colonel Stewart to answer questions put to him by the Senate Committee responsible for the investigation of the Teapot Dome oil scandal last spring.—Reuter's American Service.

### R.A.F. BRING KING TO SAFETY.

#### INAYATULLAH LEAVES KABUL TO REBEL.

#### SIR SAMUEL HOARE'S GREAT TRIBUTE TO R.A.F.

#### MAGNIFICENT LESSON.

London, Jan. 18. Masterly organisation by British Royal Air Force, the rebel leader, has enabled him to secure complete control of Kabul, the citadel having been peacefully surrendered. He has been proclaimed Amir in the entire province of Kabul, and has at his command 15,000 men, fully equipped, whose order is excellent.

Amayullah has been in receipt of news of the developments, and it is significant that he to-day ordered the Governor of Kandahar to lower the Royal Standard as he is no longer King.

Intermediaries representing both sides waited on the British Minister, Sir Francis Humphrys, yesterday, and requested him to facilitate the evacuation by air of the abdicated King Inayatullah, in whose favour Amayullah had abdicated only on Monday last.

#### To Prevent Bloodshed.

It was represented that the departure of Inayatullah from the capital would have the effect of preventing further bloodshed.

Arrangements were therefore made for British R.A.F. planes early this morning to convey Inayatullah and the members of his suite, including seven ladies, the ex-Minister for War, and two brothers of Queen Souriya from Kabul to Peshawar. The flight was carried out without mishap.

#### Minister an Air Pilot.

Rescue work done by the British Royal Air Force in Afghanistan was referred to by Sir Samuel Hoare, the Air Minister, in a speech which he made to-day.

"In the past," he said, "Kabul has borne a sinister reputation and more than once an attack upon a British citizen has led to war and the expenditure of lives and treasure."

"At Christmas, it was not only the British community that was in danger. Nine other countries represented in Afghanistan all saw their nationals faced with danger to life and property inseparable from an Afghan civil war."

"Fortunately our brave and able Minister, Sir Francis Humphrys, was during the war a pilot in the Royal Air Force. He knew the possibilities of air power. He had often experienced the advantages of air transport. Fortunately also there were ready at hand efficient squadrons of the Royal Air Force upon the North-East Frontier."

#### Splendid Work.

"Swiftly and brilliantly the rescue machines arrived. Flying at a hundred miles an hour over mountains otherwise almost impenetrable in the teeth of snow and winter storms, landing amidst the fire of rival armies, they successfully transported to safety one hundred and forty citizens—men, women and children—of ten different nationalities."

"Has there ever been a better or happier example of the beneficial use to which the aeroplane can be applied?" asked the Air Minister.

"Suppose that at the beginning of the Indian mutiny, aeroplanes had been available to rescue women and children in the beleaguered posts. Would not many lives have been saved and would not great calamities have been avoided?"

#### Two Lessons.

"The evacuation of Kabul by air has two lessons to teach. It teaches first of all the lesson of the mobility of air power. The troop-carrying machines that effected most of the rescues were actually sent in two or three days from Iraq to the North-west Frontier, a distance of no less than 2,500 miles."

"When they arrived, they and smaller machines were flown over the mountains and country that by other means would have taken days

### AIMEE McPHERSON KIDNAPPING.

#### JUDGE'S CONNEXION WITH THE SENSATIONAL CASE.

#### REMOVED FROM ROLL.

London, Jan. 18. The name of Judge Hardy has been removed from the membership roll of the American Bar Association, following a sensational admission during a Grand Jury Enquiry that he received a fee of \$2,500 from Mrs. Aimee McPherson, the well-known evangelist.

The fee, he said, was for legal advice given prior to the time she was charged with conspiracy in connexion with her story of kidnapping.

The "kidnapping" of Aimee McPherson created a great sensation in the spring of 1926.

She vanished at Ocean Park, Los Angeles, on May 18th, 1926, and was found on June 23rd at Agua Prieta, Mexico, and was taken across the border to Arizona, where she said that she had been kidnapped by two men and a woman and held for ransom but escaped.

Charges of criminal conspiracy against Mrs. McPherson, her mother, Kenneth Ormiston, a radio operator, and Mrs. Lorraine Wiseman-Siellaf, growing out of the investigation of the disappearance.

### JAPAN AND NEW CHINA TARIFFS.

#### Agreement Reached With The Finance Minister.

#### NEW RATES ACCEPTED.

Shanghai, Jan. 19. With reference to Baron Tanaka's statement regarding a tariff agreement, the Japanese Consul-General in Shanghai, Mr. Yada, confirms the report that he has negotiated an agreement with Mr. T. V. Soong, the Finance Minister.

The agreement is in the form of an exchange of notes instead of a treaty.

Mr. Yada refused to divulge the nature of the agreement, which it is understood, is tantamount to Japanese recognition of the new tariff which is being enforced on February 1st.—Reuter.

and reappearance of the woman pastor, were preferred at the Los Angeles Superior Court, on January 10th, 1927, and dismissed.—Reuter's American Service.

### SEVERE WEATHER ON YANGTSZE.

#### HEAVY FALLS OF SNOW REPORTED.

A naval wireless message received this morning from the Yangtze states that severe weather conditions are being experienced on the river. There have been heavy falls of snow.

The situation at Hankow remains unchanged.

### TWO NEW CHINESE MINISTERS.

#### DR. WU AND MR. ALFRED SEE APPOINTED.

Nanking, Jan. 18. The State Council has appointed Dr. C. C. Wu and Mr. Alfred See as Plenipotentiary Ministers to America and Britain respectively.—Reuter.

and perhaps weeks to traverse. The second lesson is that the aeroplane if properly used, can be made an instrument of real help and benefit to the British Empire and to humanity at large.—British Wireless.

### SURVIVORS FROM HSIN WAH.

#### MR. JACOBSEN CALLS ON COMPANY.

#### SOME PASSENGERS SENT TO THEIR HOMES.

#### AEROPLANE SEARCHES

Mr. Peter Jacobsen, the Chief Officer of the ill-fated Hsin Wah, the only surviving European officer of the ship, has so far covered us to be able to pay a visit to the offices of the China Merchants Steam Navigation Company, for the purpose of securing money with which to buy clothing. He later returned to hospital. In a brief statement made to the manager of the Company he stated that he never saw the Captain of the boat after he was washed overboard.

Of the boatload of Chinese survivors rescued by a fishing junk nineteen are still in Hongkong, these being all members of the crew.

Five of the passengers have been sent back to their native districts, amongst these being one who was formerly a seaman aboard the Chinese gunboat Chungshan at Canton.

The comrade of the Hsin Wah did not travel with the steamer on her ill-fated trip from Shanghai. He remained over in Canton when the Hsin Wah last called there, and he came down yesterday on a visit to the Company's office.

It now transpires that the body picked up yesterday by No. 4 police launch was that of a Chinese boy seven years of age. His body was found on the centre of a group of three islands known as the Sam Mun ("Three Parcels") group.

#### Chief Steward Rescued.

Following upon the rescue of Cheung Shang-fat from Hsin Wah Island, upon which he was cast after drifting for 20 miles from the scene of the Hsin Wah wreck, news was received yesterday of the recovery of yet another survivor from the same island.

It would appear that this man, Li Wing-po, who was the Chief Steward of the ill-fated vessel, had been left as dead on the raft when it broke up against the rocks. However, with another man, who was the other of the trio who had survived the arduous experience, he clambered ashore and remained there until rescued, at 8 o'clock yesterday morning by another party of fishermen.

In the meantime, his companion, the watchman, had gone mad with cold and privation, and cast himself into the sea.

In an interview last night at the Government Civil Hospital, Li Wing-po said that before drifting away from the sinking ship, he saw the two British engineers take to the No. 5 lifeboat which had hardly been launched before it was pounded to pieces against the ship.

He was with Mr. Campbell, the Chief Engineer, for a few minutes in the water before the latter sank. After recounting the hazardous nature of the trip of 20 miles on the raft, upon the horrors of which he dwelt with great emotion, the Chief Steward said that the raft was finally cast upon the bleak island with only three occupants, including himself—all that remained of a party of eleven on the raft at the outset of the journey.

#### Captain Not Called.

Speaking of the happenings on board the Hsin Wah between the moment when it struck the rock and when it took the final plunge, the Chief Steward asserts that the Captain was not on the bridge at the moment of the disaster. He states that the story went round that, before handing over the watch to the Second Officer, Mr. Kwok, and retiring to his cabin, Captain Jensen had instructed Mr. Kwok to wake him up when Wagon Light was sighted, but it appeared that Mr. Kwok did not do so.

The last that the Chief Steward saw of Captain Jensen was when he was on the bridge, firing Verey lights in the hope of procuring immediate assistance.

Hopes were received yesterday by the rescue of the two survivors and two aeroplanes from the Kai Tak aerodrome left in the afternoon for an exhaustive search of the waters and islands within a wide radius of the scene of the wreck. The returned last night with the report that no rescue had been effected.

## Bulls and Inners

#### From the Office Butts.

We didn't realise how clever The Doctor's Dilemma—Carvalho Yeo was until we read Whether, in view of Kowloon's that he once defrauded two Scots—new-found status, the charging of Peak rates is justified.

"Archibald."—The best way to Haggis is really a French dish, cure you wife of smoking is to according to a Paris writer. All lady next door looks perfectly a la cart. Sweet with a cigarette between her lips.

"Cockpit Closed," says a Manila newspaper. The police there seem to have won their spurs. We learn from the Press that our new Legislative Councillors are very agreeable fellows. We feel sure that this favourable impression is mutual.

"Many women are now wearing In accordance with our weekly frocks to match their furniture," custom of printing one alarming says a contemporary. Some of fact, the information is hereby disclosed that next Tuesday the Sanitary Board will discuss the to the cricket field.

All leg-glances are not confined: burning topic of incineration.

The Mayor of Taipei is sore at the first tennis courts. His love not being invited to become an games were the very deuce.

"Unofficial." The Mayor of Kowloon Tong, interviewed on the same subject, has intimated that he will The rear lights on Grandmother's have to change his press agent.

A London judge has ruled that a man and his wife are one.

From the way some of them talk in Hongkong, you'd think they were even more.

There is no truth in the story about a local angler having asked the Ferry Company to loan him a turnstile to use as a hook.

A lot of men are self-possessed and others are married.

What the Hongkong public wants most to read is the report of the Commission appointed to report on defalcations in the Government Service.

Headline in the Post:—"Legislative Jam." Like most of these jokes, they jar.

Lady Alexander objects to the Edgar Wallace thrillers. Scots who have will no doubt protest.

"Love Hungry" at the Queen's Theatre must have attracted those with hearty appetites.

The compulsory wearing of European dress in Persia will cause a lot of dis-turban-s.

According to our contemporary:—"The Queen has had slight cold. Her cold is has had a slight cold. Her cold is keeping to her rooms." We'd hate trying to sell her a Frigidaire!

We thank the thirteen constant readers and the gentlemen whose "attention had been drawn to the matter" for their kindly efforts to induce us to make bad puns on the word "joy."

The "Procession of Bacchus" broadcasted the other evening is reported to have been a staggering performance.

An advertiser wants a set of golf clubs "which must be reasonable." Personally we have never found them behave like that.

Local horticulturists put a lot of money into banks—on the hillside.

Great enthusiasm marked the unanimous election of Sir William Llewellyn as President of the Royal Academy. So Llewellyn is well in.

Now that Kowloon has two Unofficial members, what about self-determination for Happy Valley?

Lots of people aim at the Presidency in Mexico.

Big whales often swallow smaller ones, we read. Walls within whales!

The continued absence of rain motorings laws are obsolete. Some sneers that Hongkong could do of our chauffeurs certainly act as if they were.

"The genuine A. B. has little in common with the sailor of the movies," says a critic. Yes, there's a difference between the real tar and the film's tar.

A resident says Hongkong's motorings laws are obsolete. Some sneers that Hongkong could do of our chauffeurs certainly act as if they were.



"Are you going now? She has only just started."

"Yes, I want to avoid the crush!"

The only reason some fellows wear a moustache is they're attached to it.

Recent correspondence leads one to assume that Hongkong's national game is "Kickit."

Great words of little wives:—"My husband is like a centre-half. He is a little forward."

It has been decided to erect a statue in America to Mr. Puszy-foot Johnson. We are honestly sorry for him, but of course he has brought it upon himself.

The Bateman cartoon has yet to be drawn, depicting the consternation caused at Fanning when a four-ball drove off before twelve-forty.

With these building operations going on in the city, it is no surprise to hear blasting every day in Queen's Road Central.

When the ex-Amir meets some other deposed monarch he will be able to declare, "I am annullah."

It is claimed that the speakers at the University on Monday used Biblical language. Naturally when addressing a Congregation.

Now that the Chinese are taking to the air, it is appropriate that they should claim the interest of a Fowler.

A contemporary referred the other day to a "well-known magnet's" offer. It must have been quite an attractive proposition.

"When is a golf-ball really lost?" asks a sporting journal. When a Scottish player has searched his caddy's pockets three times in vain and gone off broken-hearted to the kirk.

The Praya is to have some more tanks.

We understand that the lecture on lubrication at the Engineers' Institute last night was followed by practical demonstrations.

"The genuine A. B. has little in common with the sailor of the movies," says a critic. Yes, there's a difference between the real tar and the film's tar.

A resident says Hongkong's motorings laws are obsolete. Some sneers that Hongkong could do of our chauffeurs certainly act as if they were.

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By  
**THE HIGHLAND MILITARY BAND.**

4053 A Night W' Burns ... Selection  
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4588 Sword Dance ... "  
Skirt Dance ... "

4587 Clean Pease Strae ... "  
The Glasgow Highlanders ... "

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The Incomparable  
**HEUGHAN**  
WORLD-FAMOUS ACTOR-SINGER  
The finest bass voice in the World (Chicago Tribune, Dec. 8th 26).  
Assisted by Brilliant Artists:  
MAUD DELL, Distinguished English Cellist. GLADYS SAYER, Celebrated  
Pianiste and Accompaniste. Do not miss these World Celebrities.  
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**LOCAL VIEWS**  
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**PORTRAIT PHOTOGRAPHS**  
Go To  
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# **TAIKOO BALL**

## **300 GUESTS CELEBRATE ANNUAL FESTIVAL**

With more than 300 guests present, the annual ball of the Taikoo Club was held last night and "the sound of revelry" was not stilled until the early hours, to close one of the most successful functions yet held by the organization.

Many days of hard work by the various committees resulted in superlative returns in all departments and no visitor could cavil at the reception, entertainment or the mise en scene.

The decoration committee are deserving of a special word of praise, having discarded the hackneyed use of bunting for the purpose of making the dance hall bright. From the ceiling, varicoloured streamers, while the windows were made attractive by curtains of rainbow streamers and flowering plants.

Their efforts were also much in evidence at the approaches to the Club-house. These were draped with ribbons and greenery and lit by multi-coloured lights.

The ground floor of the Club was divided for the purpose of the evening into a bar, supper room and cloak rooms. Supper was served in the billiard room, the tables being illuminated by electric lights with shades designed to show the St. Andrew's Cross. Adjoining this was the card room for non-dancers and it was well patronised during the evening. In the library, there was a running buffet from 10.30 p.m. to 1 a.m.

The ball room maintained the general note of gaiety, music for the dancing being provided by the Titania's Melodians under Mr. W. R. Tannar, on a raised platform at the lower end. Sitting out accommodation was arranged in alcoves adjoining the floor and in the gallery. Here again, the decorative scheme included the hong flags and the dates of the founding of the firm and of this year of grace, on banners in a prominent position.

Among the prominent guests were: Messrs. N. S. Brown, K. E. Greig, H. C. Resker and J. H. Scott, as well as representatives from Kowloon and of the shipping interests.

The programme was as follows:  
Extra Waltz ..... Louisiana Lullaby  
1.—Lancers ..... Operation  
2.—Fox Trot. Tell me you're sorry  
3.—Fox Trot. I thank the moon  
4.—Waltz ..... Lady moon  
5.—Fox Trot. Why should you cry  
6.—Eightsome Reel  
7.—Slow Fox Trot. Varsity Drag  
8.—Fox Trot. My blue heaven  
9.—Waltz ..... Dine  
10.—Fox Trot. Love lies  
11.—Fox Trot. What do we care  
12.—Lancers ..... Horsey  
13.—Slow Fox Trot. Just like a melody  
14.—Fox Trot. Out of the sky  
15.—Waltz ..... Saskatchewan  
16.—Fox Trot. Sunshine in your smile  
17.—Fox Trot. More than anybody  
18.—Fox Trot. There's always a way  
19.—Eightsome Reel  
20.—Slow Fox Trot. Cant he love  
21.—Fox Trot. Smile  
22.—Waltz ..... Dreams of yesterday  
23.—Fox Trot. In a little dream  
24.—Waltz ..... Dreams of yesterday

Supper was served from 11 p.m., the Hongkong and Shanghai Hotels entering, the menu being as follows:

- 1.—Tomato Soup
- 2.—Cold Canadian Salmon
- 3.—Roast Turkey
- 4.—York Ham
- 5.—Roast Beef
- 6.—Corned Ox-tongue
- 7.—Game Pie
- 8.—Assorted Mixed Salad
- 9.—Macedoine of Fruits
- 10.—Ice Meringues
- 11.—Assorted French Pastries
- 12.—Coffee

Hot Consomme on leaving.  
The whole affair was delightfully informal, there being no "official party" nor elaborately staged "sets." Streamers and confetti added to the joyousness. The majority of guests stayed till the end, transportation being provided by launches leaving the Dockyard for Hongkong and Kowloon at 12.30 a.m., 1.15 a.m., and 2.15 a.m. The various committees responsible for the extremely well man-

# **DIESEL ENGINES.**

## **LUBRICATION OF INTERNAL COMBUSTION.**

An interesting paper on "Lubrication of Internal Combustion Engines (Diesels)" was read by Mr. Lewis A. Parker, M. I. Mech. E., M. I. Mar. E., at the Engineers Institute last night.

There was a very large gathering at the Institute to hear Mr. Parker, who was introduced by Mr. W. J. Stokes, President of the Engineers Institute. In doing so, Mr. Stokes observed that Mr. Parker specialized in lubrication and he was sure the lecture would be of extreme interest. Mr. Stokes extended a warm welcome to students from the Hongkong University who were present at the lecture last night. The paper was then read by Mr. Parker, who illustrated many of his points by means of lantern slides. Addressing the gathering Mr. Parker said:

There is no doubt that for many years, Lubrication has not received the attention it should have, but it has come very much to the front since the Diesel Engine has been so largely used.

The degree of success in operation is largely dependent upon lubrication. In fact, one Diesel authority remarked that the heart of the Diesel Engine is its lubrication.

There are several misleading ideas about lubrication, and the most common one is, that "all oils are the same," or "oil is oil," but I can assure you that all oils are not the same.

Obtaining samples of oil for "analysis," and matching them at a lower price per gallon is still the custom of some firms. Others, again, work on the "specification" principle. Of the two methods, probably the second is worse than the first, because "specifications" are absolutely no guide to the lubricating qualities of an oil.

An oil can be prepared to any specification you like—or near enough—but that is no proof that it will work your machine. As a matter of fact, it is quite a simple matter to give you an oil according to specification which would very soon wreck your machine.

Mr. Parker then went on to discuss, (a) Power cylinders, (b) Air compressor cylinders and (c) Bearings. With a wealth of technical details, Mr. Parker went into the questions of pressure, temperature, cooling, heat transfer, piston seal, distribution, carbon deposit, air compressors, bearings and dealt with every phase of the subject.

In conclusion, Mr. Parker pointed out that ordinary oils, not specially manufactured for circulation systems might have a life of a few months, very often not so long, whereas high quality oils, specially refined and prepared, would easily last 10,000 working hours under normal conditions, and with a little care would last twice as long. They would separate quickly from water and impurities, they would retain their lubricating properties much longer under adverse conditions and their margin of safety was much higher.

There were many plants in which it was declared there was no trouble. Whether this was so or not, there was a long distance between the no-trouble standpoint and perfection in operation; it was only by analyzing the actual conditions, carefully grouping various portions of the machinery, and using specially selected oils for each group that perfect result could be obtained and maintained.

aged function were:

Supper:—Messrs. G. H. Stewart, T. Barclay, J. Polson, J. H. Stewart, Door:—Messrs. D. Munro, S. Hope, J. H. Stewart.

Decorations:—Messrs. T. Grimshaw, T. Grimes, W. Warnock, J. Polson, R. B. Bell.

Card Room:—Mr. T. Grimes. Bar:—Messrs. D. Munro, C. S. Cameron, C. B. Matthews, J. Russell.

Cloak Room:—Mr. T. Barclay. Ladies' Cloak Room:—Mrs. Barclay.

M. C.s:—Messrs. G. H. Stewart, J. Russell, T. J. McCarr.

# **STOCKTAKING SALE**

**ENDS SATURDAY, JAN. 26th.**

**LAST WEEK BARGAINS**

**"TOOTAL" FAST COLOR CRETONNES \$1.00 PER YARD.**

**COLOURED BORDER MUSLIN**  
50" WIDE.  
80 Cents YARD.

**WHITE LACE NETS**  
48" WIDE.  
75 Cents YARD.

**LACE CURTAINS \$8.50 PAIR.**

**LANE, CRAWFORD, Ltd.**

**SEE OUR WINDOWS ON MONDAY NEXT.**

# **WANCHAI MURDER.**

## **ACCUSED COMMITTED TO NEXT CRIMINAL SESSIONS.**

The proceedings at the Central Magistracy against Leung Fong, who is charged with the murder of one Fung Man-chu in Kennedy Road on February 22 last, came to an end yesterday when Major C. Willson committed the defendant to stand trial at the next Criminal Sessions.

At the close of the evidence for the prosecution, Mr. E. S. C. Brooks, of Messrs. Hastings, Dennys and Bowley, solicitor for the defence, indicated that he would neither address his Worship nor call any evidence as he proposed to reserve his defence.

Among the witnesses called yesterday was a fitter of the Naval Yard, who stated that he had on one occasion in October last overheard the defendant say that he (defendant) deserved death because he had killed a man in Kennedy Road.

Police evidence on the arrest of the defendant was also given, and it was stated from the witness box that the prisoner, when charged with murder, replied that he had never been to "that place," nor did he know anything about the matter.

King Albert of Belgium recently gave audience to Air-Marshal Sir Selton Branker, Director of Civil Aviation, and Sir Alan Cobham.

# **CORRESPONDENCE.**

## **SAFETY ON FERRIES.**

[To The Editor of Hongkong Telegraph.]

Sir,—Travellers on ferry boats plying between Hongkong and the mainland have come to notice the inadequate guarantee given to passengers for the safety of their lives in case a ferry boat should happen to sink through a collision or other accident. The lifesaving appliances carried at present by most of our ferries consist of a number of lifebuoys nearly all situated on the upper deck, insufficient even for the large amount of first-class passengers, leave alone the crowds of lower deck passengers using the ferries at certain hours of the day.

Should it not be possible and advisable to introduce measures for the carrying by all our ferry boats also of a number of lightweight and inexpensive, but very efficient life rafts made of tin cylinders and bamboo poles, thus ensuring the safety of all on board in case a disaster should befall the boat? There would be sufficient space for these rafts on the cabinroofs and in other places out of the way, and they should be fastened to the ship in such a manner as to allow for their being thrown overboard by the passengers themselves without difficulties, and also to become detached and take to the water automatically by their buoyancy as soon as the water comes up to them.

# **RADIO BROADCAST.**

## **DANCE BAND OF HONGKONG HOTEL TO BE RELAYED.**

The following programme will be broadcast to-day from the Government Broadcasting Station G.O.W. on 360 metres:

1.45 p.m. Weather Report.  
5.30-6.30 p.m. Demonstration Programme.  
7.48 p.m. Evening Weather Report.  
8 p.m. Evening Programme (H. M. V. and Victor Records).  
"Lady Mary," Selection.  
"The New Mayfair Orchestra."  
"Stop your ticklin', Joek!"  
"She is My Rosie" Sir Harry Lauder.

"Ramona," Comedian, Gracie Fields.  
"Why Does The Hyena Laugh," Comedian, Gracie Fields.  
Gems from "Rio Rita," J. Harold Murray and Victor Light Opera Company.

Gems from "My Maryland," Victor Light Opera Company.  
8.30 p.m. Dance Music, relayed from the roof garden of the Hongkong Hotel.

10 p.m. News Bulletin.  
10.10 p.m. Dance Music from the Hongkong Hotel.

God Save The King.  
10.30 p.m. Close Down.

Such excellent lightweight bamboo rafts are unquestionably the most reliable and effective means of preventing much loss of life, and should therefore, in my opinion, be introduced without delay.—Yours, etc., H. E. LANEPART.

# **Lung trouble**

can often be avoided by the timely use of SCOTT'S Emulsion, which is widely prescribed in all affections of the throat and chest. Ask for

**SCOTT'S Emulsion**  
The protector of life

# **SALESMAN SAM**



# **Among Those Present**

# **By Small**

## PENINSULA HOTEL CAFETERIA

Have always on hand an excellent variety of French Pastries, Cream Layer Cakes, Fruit, Madeira, Cherry, Ginger and Plum Cakes made fresh daily in our own new Bakery, under the direct supervision of our Expert Swiss and French Pastry Cooks and Confectioners.

### WEDDING

### CHRISTENING and BIRTHDAY CAKES

OUR SPECIALITY.

Fancy Cakes of any description made to order.

Meals a la carte cooked under the most sanitary condition, served from  
**8 a.m. to 11.30 p.m.**

A visit to us will assure you of every satisfaction.

Telephone K. 681.

THE HONGKONG & SHANGHAI HOTELS, LTD.

## STAR THEATRE

FOR A SHORT SEASON

Commencing

**MONDAY NEXT**

At 9.15 p.m.

# FRED COYNE'S

MUSICAL COMEDY COMPANY

of specially selected English Revue and Musical artists direct from their successful season in India, who will present a delightful series of

## INTIMATE REVUES

and original musical comedies.

Monday and Tuesday	"KEEP MOVING" The Non-Stop Dancing Revue
Wednesday and Thursday	"BLUE BIRDS" The Delightful Irresponsibility
Friday and Saturday	"ON THE ROAD" The Comedy Revue Par Excellence.

Prices of Admission \$3, \$2 & \$1.

Booking Now Open at Moutrie's and Theatre.



THE NAVY'S CHOICE

# Gates

ORIGINAL

## PLYMOUTH GIN

OBTAINABLE

EVERYWHERE.

### HANKOW SEIZURES.

#### DANGEROUS PRECEDENT CHALLENGED.

The following statement has been issued by the Hankow British Chamber of Commerce on the subject of the taking over by the Chinese of Special Districts Nos. 1 and 2.

The action of the Hupeh Provincial Government in abolishing the administrations of the 1st and 2nd Special Districts and incorporating them under the Wu-Han Municipal Bureau creates a situation which can only be viewed with the gravest apprehension in that, being both arbitrary and unlawful towards the subjects and citizens of Treaty Powers generally, it forms a dangerous precedent which should not go unchallenged. The action is in accordance with proclamation No. 8 of the Hupeh Provincial Government and is open to dispute on the following counts:

(1) That the Hupeh Provincial Government in usurping the authority of the National Government by a unilateral action which affects the persons and properties of the foreigners, whereas such action can only rightly be taken by the National Government as a result of negotiation and agreement with the Ministers representing the foreign interests involved, have created an unlawful act in accordance with international procedure. In contradiction to this action having been sanctioned by the National Government, advice have been received that quite recently the Chinese Minister for Foreign Affairs informed H.B.M. Minister that no change in the status of these districts was contemplated.

#### Against their Own Laws.

(2) That whereas the laws and regulations under which the Chinese authorities themselves introduced the Administrations of these two Special Districts definitely lay down that no further change can be legal except by a two-third majority vote of ratepayers in favour and that as this vote has not been obtained the action is illegal in accordance with civil procedure.

(3) That the incorporation of these districts in the Wu-Han Municipal area technically deprives them effectually of the status of Treaty Port Areas and creates a position in which foreign property owners are either deprived of their rights belonging to them by Treaty or retain them only because the Chinese themselves are forced to avoid this issue so proving the action a direct breach of the Treaties.

(4) That in the arbitrary assumption of ownership of the Municipal properties which were acquired by right of purchase by the ratepayers and which cannot be even handed over by the governments formerly leasing the territories without the ratepayers' previous sanction, the Hupeh Provincial Government have carried out an act of confiscation which is not in accordance with either international or civil procedure during time of peace.

### ARMS FOR BOLIVIA.

#### ARGENTINE SEIZURE ON GERMAN VESSEL.

Buenos Aires, Jan. 18. The authorities have seized two thousand cases containing rifles, consigned to Bolivia, aboard the German steamer Sachsenwald, anchored at Santa Fe.—*Reuter's American Service.*

#### A Breach of Faith.

(5) That the Chinese Government authorities by not preserving the principle of taxation for the exclusive requirements of the special districts and thus foreign British residents in these districts to become liable for Chinese taxation for Chinese purposes are causing a breach of the existing Treaties. Further that in so far as the taxation is local rather than national and taxation which places them at a disadvantage as compared with residents in other areas of Hankow and must therefore be considered as directly discriminatory that the action is contrary to the spirit of Sir Austen Chamberlain's declaration of December, 1928 and January, 1927.

(6) That the fact the Chen-O'Malley Agreement was negotiated in the spirit of Sino-foreign co-operation working towards the amalgamation of the five concessions in similar manner indicates that the action of the Provincial Government in connection with the two Special Districts is not in accord with the original intentions as understood at the time of negotiating the Agreement and therefore is a breach of faith.

(7) That the Municipal regulations which have been abolished having been either negotiated with or submitted to the Consular Body and the approval of the latter, if not actually requested having been tacitly assumed and actually required to enable the Administration to collect taxes from subjects of Treaty Powers the abolishing of these now is a breach of faith. Also that in the case of the S.A.D. No. 1 foreign ratepayers make a voluntary payment of approximately £15, 80,000 against unpaid and legally uncollectable taxes, after negotiating this arrangement and effect being given to it the rescinding of this agreement is a breach of faith.

(8) That the fact that as late as the 29th instant the Commissioner for Foreign Affairs for Hupeh informed the Senior Consul that although the matter was under consideration, no decision had yet been reached whilst on that very day the proclamation abolishing the existing regulations was issued shows a gross breach of faith.

#### The Reasons for Anxiety.

The grave apprehensions which are felt with regard to the future of these two Special Districts are based on the view that

(a) The incorporation of these two relatively efficiently organized units, where a systematized ad-

### AUSTRIAN WAR DEBT.

#### AMERICA TO SANCTION POSTPONED PAYMENTS.

Washington, Jan. 18. The Senate Finance Committee has favourably reported on the Burton Bill authorising the postponement of payments of Austria's war debt, in view of a proposed hundred million dollars reconstruction loan.—*Reuter's American Service.*

ministration has hitherto existed, in the far larger Wu-Han Municipality, which in respect of Administrative action is still quite unorganized, is a retrograde step which can only lead to the deterioration of the former, while their respective standards of efficiency differ so vastly that any common forms of administration, just to the former would be entirely impracticable.

(b) According to all past experience there is no reason to anticipate that funds collected by the Administration, unless adequately controlled as in the past, will not be squandered without any regard for the requirements of the Districts.

(c) Without such control there will be no limit to the taxation with which the Chinese Administration will endeavour to burden these districts in general and the foreign ratepayers in particular, whilst the relative opulence of these districts, when compared with the poverty of the Wu-Han Municipality as a whole can only result in a disproportionate share falling upon the two Special Districts, which must lead to a heavy increase in existing taxation.

(d) Lack of adequate expenditure on the districts, which is regarded as inevitable, can only result in a general deterioration of order and upkeep, leading to a gradual withdrawal from the two districts to the two concessions.

(e) The collective result of these conditions can only be a rapid depreciation in the value of property and investments, the jeopardization of mortgages, etc., and a general destruction of security and therefore of credit.

Therefore urgent representations have already been made to H. M. Government supported by a strong request that appropriate action be taken to deal with the situation. The Wuhan Safety Bureau has issued a census of residents living in the Japanese Concession and Special Administration Districts of Hankow. This shows a total of 23,443 males and 12,897 females of whom 21,147 males and 11,420 females are Chinese. The British total is given as 95 families, consisting of 234 males and 110 females; the American as 34 families, with 61 males and 32 females; the German as 45 families, with 73 males and 33 females; while the Russian total is 68 families, with 99 males and 133 females.

# SALE

STARTS  
TO-DAY

ALL OUR  
STOCKS ARE  
REDUCED REGARDLESS  
OF COST PRICES.

COME AND SEE  
FOR YOURSELVES!

## ELITE STYLES

A. P. O. BUILDING.

## ASAHI BEER



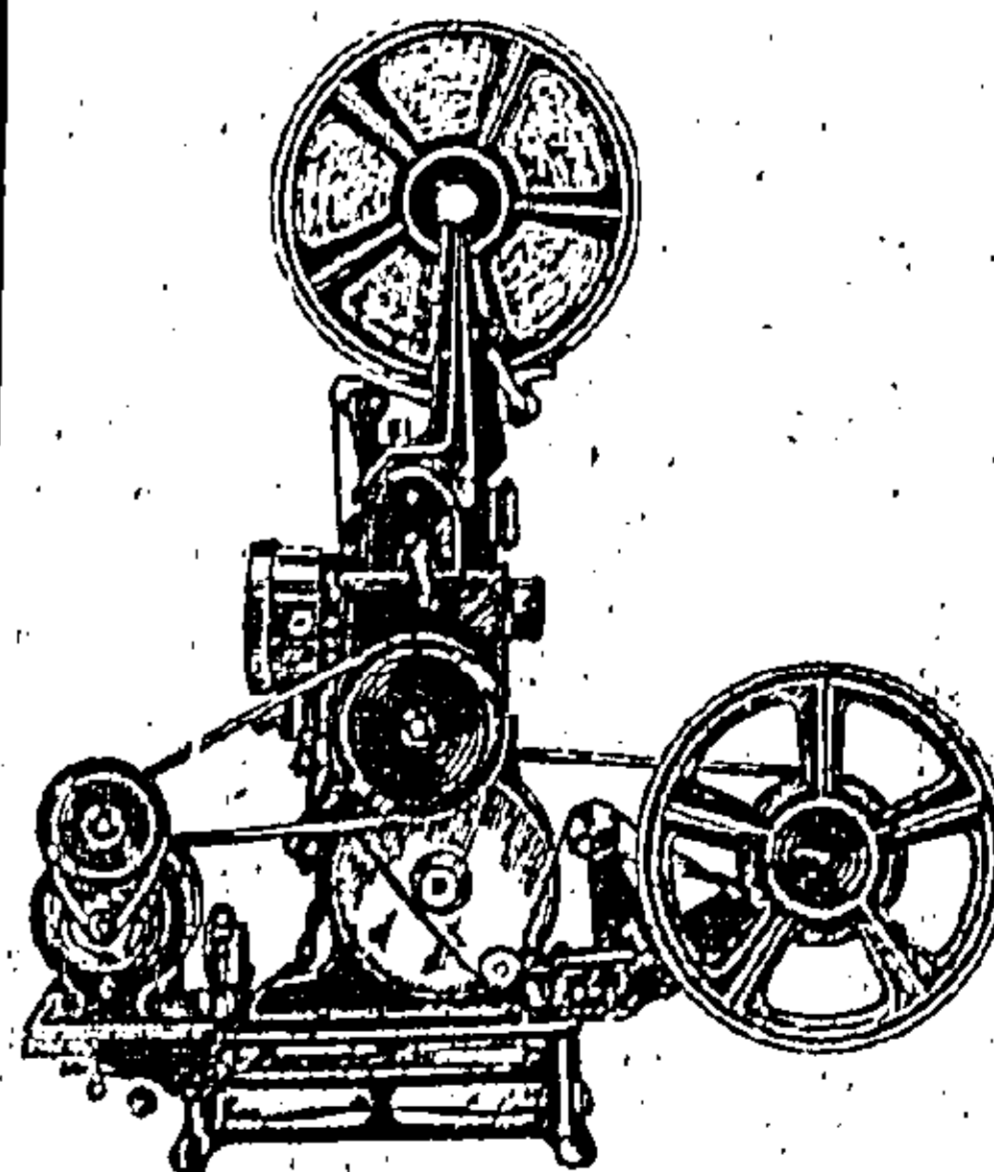
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DAI NIPPON BREWERY CO., LTD. TOKYO, JAPAN.  
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## SUPER PATHE-BABY The Ideal Home Cinema



Projects perfectly flickerless pictures on Silver Screen Supplied with Outfit.

Easy to operate—no technical knowledge being required.

Amusing, instructive and Educational.

Large assortment of Films for various subjects always in stock.

Price \$10.50 per reel.

Call in for a demonstration.

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### PATHE-ORIENT,

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HONG KONG Tel. C. 626.

QUALITY REPAIRS  
MODEST CHARGES



Your Satisfaction—Our Aim!

FIAT GARAGE

67A, 67B, Des Voeux Rd. C.  
Telephone C. 4021.

RADIO WE STOCK  
ALL SPARES

INCLUDING SHORT WAVE  
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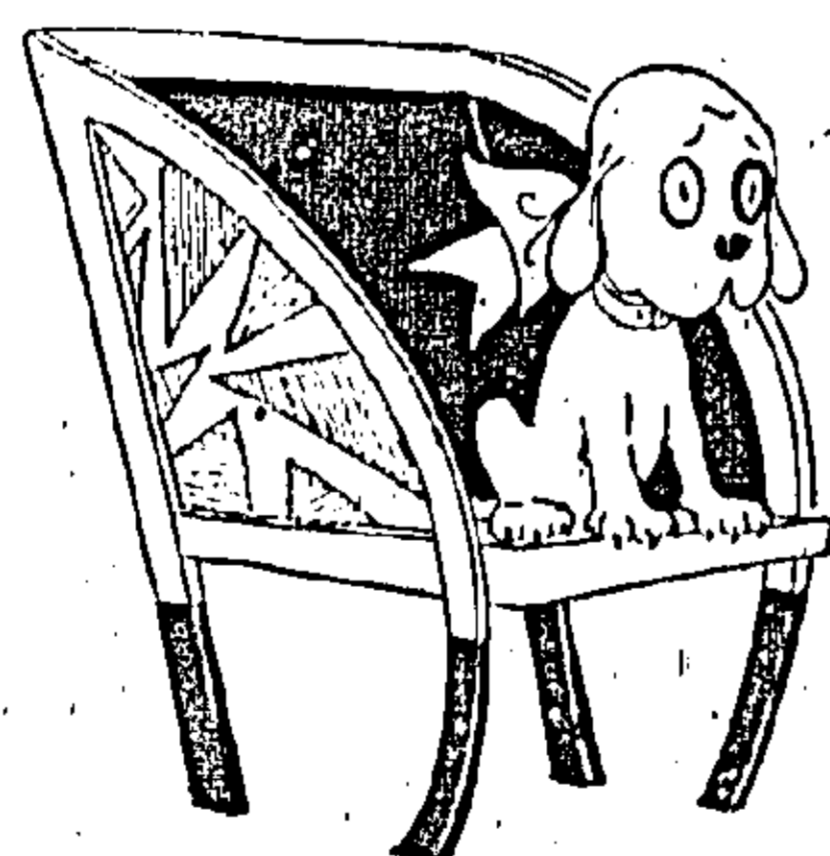
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PRETTY SOFT!

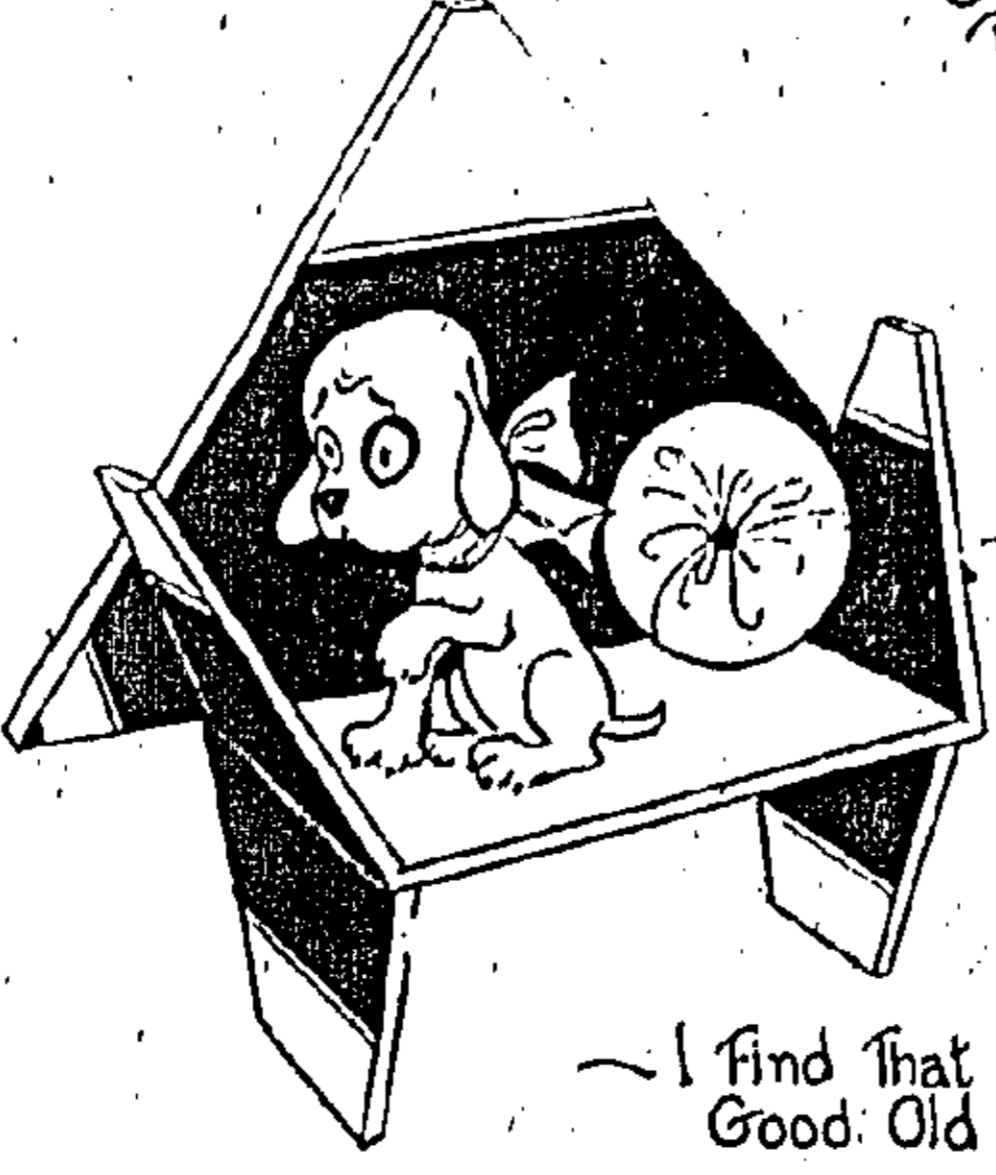


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Chairs—

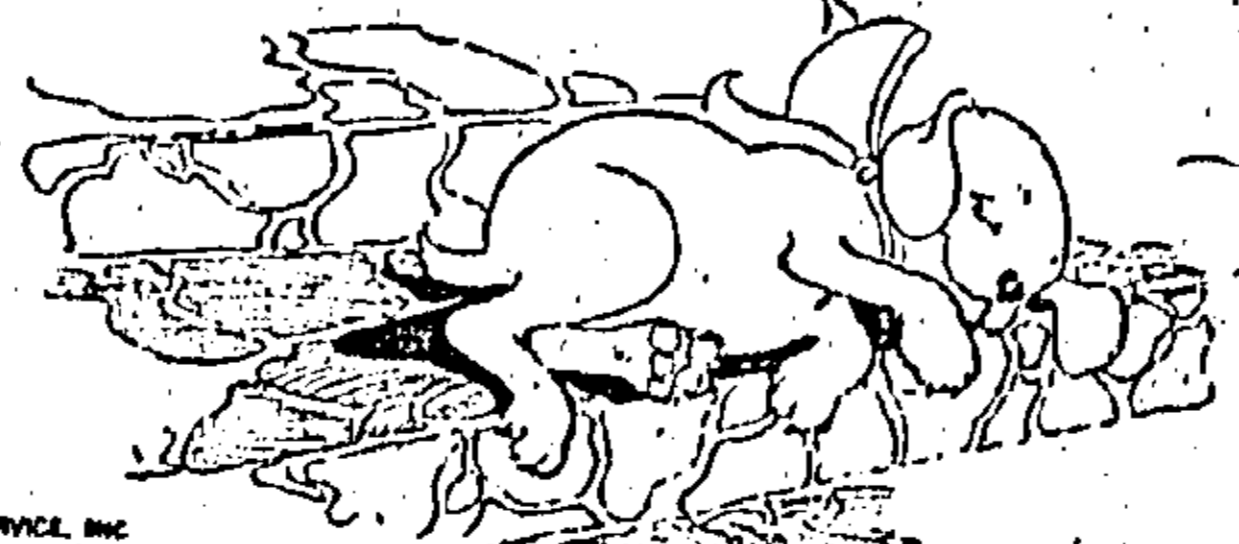
Or A Bed



Or A Prim  
Settee



I find that the  
Good Old Stony Step—



Is the softest  
Place for  
Me!

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## Profitable Investment.

Judicious venturing is one of the most profitable investments associated with successful Business Enterprise.

Advertise in  
**The Hongkong Telegraph.**

and secure the co-operation of its readers in buying your goods.

## Prepaid Advertisements

25 WORDS FOR \$1.00  
(\$1.50 if not prepaid)

The following replies are awaiting collection:—  
295, 300, 301, 305, 306, 315  
344, 363, 371, 374, 376, 381  
385, 411, 426, 427, 443, 445  
455, 461, 462.

## SITUATIONS WANTED.

WANTED.—By English girl, eighteen years of age, a position in European household as child's nurse. Quite willing to permanently reside at place of employment and to accept a nominal salary. Write Box No. 465, care of "Hongkong Telegraph."

## WANTED.

WANTED.—Experienced stenographer. Write Box No. 466, care of "Hongkong Telegraph."

WANTED.—Second hand, Chevrolet, Cabriolet, motor car. Apply Box No. 470, care of "Hongkong Telegraph."

## SITUATIONS VACANT.

APPLICATION is invited for the post of MANAGERESS of the Bible Book and Tract Depot. Moderate Salary. Write Box No. 469, care of "Hongkong Telegraph."

WANTED.—British Salesman for Lubricating Oils and Ship Paints. Must know Hongkong District and be a live wire. Give references and state salary required. Write Box No. 461, care of "Hongkong Telegraph."

WANTED.—Chinese Salesman for Lubricating Oils and Ship Paints. Must know Hongkong District and be a live wire. Give references and state salary required. Write Box No. 462, care of "Hongkong Telegraph."

## LOST.

LOST.—Black SPANIEL dog, wearing muzzle, and collar with licence No. 261, 1929. Finder, please return to Mrs. Burlingham, Water Police Station, Kowloon. Reward.

## PREMISES TO LET.

TO BE LET.—From 1st April, Furnished FLAT, No. 1, Alburgh Hall, May Road, recently built, right up-to-date, four large rooms, three of which face the harbour, glorious uninterrupted outlook. D. M. Goodall.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—No. 7, Stewart Terrace, 270 Peak, from March 1st to October 31st. Five rooms fully furnished. Modern Sanitation, servants' quarters, garden. Apply F. A. Mackintosh.

TO LET.—AT CHEUNG CHAU. Furnished bungalow to let. No. 18A. Three rooms and two bathrooms, garden facing south. Close to Morning Beach. Apply Box No. 448, care of "Hongkong Telegraph."

TO LET.—CHEUNG CHAU. Attractive furnished bungalow to let. Large garden, vegetable garden, electric lighting set. Three bedrooms each with separate bathroom, small dining room and lounge. Most moderate rental. Available immediately if desired. Write Box No. 446, care of "Hongkong Telegraph."

## New Advertisements.

### HONGKONG ST. ANDREW'S SOCIETY.

BURNS' ANNIVERSARY DINNER will be held in the Volunteer Headquarters Hall on FRIDAY, 25th January, 1929, at 8 p.m. The cost will be \$4.00 per head exclusive of wines. Members desirous of being present are requested to send in their names as soon as possible and not later than Monday, 21st inst., to:—

E. M. BRYDEN,  
Hon. Secretary,  
c/o Lowe, Bingham & Matthews,  
3, Queen's Road Central.

### HONGKONG BENEVOLENT SOCIETY.

The Annual General Meeting of the above Society will be held on Friday, 1st February, in St. John's Cathedral Hall, at 5.30 p.m.  
Mr. R. Sutherland, O.B.E.  
in the Chair.

### UNION WATERBOAT COMPANY LIMITED.

### NOTICE TO SHAREHOLDERS.

The Twenty Fourth Annual General Meeting of Shareholders will be held in the Offices of Messrs. Dodwell & Company, Limited, on Thursday the 31st January, 1929, at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of Accounts to 31st December, 1928.

The Transfer Books of the Company will be closed from the 23rd January to 31st January 1929, both dates inclusive.  
DODWELL & CO., LTD.,  
General Manager.

### THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an Extraordinary Meeting of the Shareholders of the Hongkong and Shanghai Banking Corporation will be held on Saturday, the 2nd day of February, 1929, at 12 o'clock noon at the City Hall Victoria in the Colony of Hongkong for the purpose of considering, and if thought fit, passing the following resolution, viz:—

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinance (except as in such print is mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a further extraordinary meeting of the shareholders of the Corporation will be held on Saturday, the 23rd day of February, 1929, at 12.45 in the afternoon at the same place for the purpose of receiving a report of the above mentioned meeting and of considering, and if thought fit, confirming the above resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 1st day of January, 1929.

By Order of the Directors,  
A. C. HYNES,  
Chief Manager.

Note:—A copy of the proposed New Ordinance can be seen during the usual banking hours (Sundays, Public and Bank Holidays excepted) in Hongkong at the Head Office of the Corporation or at the offices of Messrs. Jotson, Stokes & Master, Prince Building, Solicitors to the Corporation, and in Shanghai at the Office of the Corporation, from the date hereof until the date of the above mentioned extraordinary meeting.

### CARS FOR SALE.

JOWETT.—7 h.p. 2 seater, recently overhauled, new battery and tyres, mechanically perfect. Owner buying larger car. Write Box No. 464, care of "Hongkong Telegraph."

BUICK.—Five-seater tourer, majestic body, owner driven since new, splendid condition, has done only moderate mileage. Tyres new. Available middle or end February. Rev. G. E. S. Updell, care of "Hongkong Telegraph."

## CHURCH NOTICES.

To-morrow the Second Sunday After Epiphany.

### LOCAL SERVICES.

St. John's Cathedral, Hongkong, January 20th 1929, 2nd Sunday after Epiphany. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Mattins 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion 12 noon. Evensong 6 p.m. Preacher: Rev. G. K. Carpenter.

Union Church, Kennedy Road, Sunday 20th January, 1929, Morning Service 11 a.m. Preacher: Rev. F. C. Young. Sermon "The Sea of Mystery." Hymns 656, 760, 79, 162. After the Morning Service the election of Deacons will take place. Evening Service 6 p.m. Preacher: Rev. F. C. Young. Sermon "A Threefold Personality." Hymns 326, 37, 243, 559, 671.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Life." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

S. D. A. Hall, 1st floor, Bank of China Building, Queen's Road and Duddell Street, Subject "Shall we sin in order to offer Sacrifice?" by Pastor S. W. Shaw, Sunday night 20th at 8.30 p.m. Tuesday night, January 22nd at 8.30 p.m. Pictured Lecture.

## NOTICE.

Hongkong Automobile Association.

NOTICE is hereby given that the ANNUAL GENERAL MEETING of the Members of this Association will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on Tuesday, 29th January, 1929, at 5.30 p.m. to pass and adopt the Accounts for the year ending 31st December, 1928, and to elect Officers, etc.

By Order,  
G. E. S. UPSDELL,  
Hon. Secretary.

### "PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to:  
CREDIT FONCIER  
D'EXTREME-ORIENT,  
4th Floor.

### THEATRE ROYAL

The  
**MACDONA PLAYERS**  
To-night at 9.15 p.m.

Farewell Performance

Man and Superman.

Booking at Moutrie's.

### EXPERT MASSEUR.

Cures Rheumatism, Nervousness and all kinds of chronic ailments.  
Madame H. MORITA.  
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4, On Lau Street; Tel. No. C.4895

### EDINBURGH

Close to Bruntsfield Links, in residential part of town, LEAMINGTON PRIVATE HOTEL. Ideal holiday residence, large rooms, every modern convenience. En Pension from £3. Bed and Breakfast 8/6. Write Mrs. Dunster, Cables "Linksoal."

## Lammert's Auctions.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 21st January, 1929, at 11 a.m.

at Godown No. 17, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

(for account of the concerned)  
75 Drums "Sanitas" Soldis Disinfectant Fluid

(more or less damaged).

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY,

the 24th January, 1929,

commencing at 2.30 p.m.

at their Sales Room,

Duddell Street.

A Large Quantity of Household Furniture

comprising:—  
Teak Hatstand, Chesterfield Couch and Armchairs, Glass Cabinets, Roll Top Desks, Grand Piano, Cottage Piano, Gramophones, Wireless Set, Barometer, Sewing Machines, Bookcases, Pictures, Carpets, Rugs, Porcelain Vases, Ornaments, Wardrobe Trunks, Perambulators, etc., etc.  
Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagons, Ice Chests, Kitchen Utensils, Crockery, Glass Ware, Cutlery, etc., etc.

Brass and Teak Bedsteads, Wardrobes, Dressing Tables, Chests of Drawers, Washstands, Toilet Crockery, Linen, etc., etc.

and

A Quantity of Blackwood Furniture.

Catalogues will be issued.

On View from Wednesday, 23rd January, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

## MACAO RACES

SUNDAY,

27th January, 1929

Watch Daily Papers

for Particulars.

### FANLING HUNT

#### STEEPLECHASES

Saturday, 19th January

FIRST RACE

3 P.M.

Admission to Public Enclosure \$1.00

Soldiers & Sailors in uniform half price

Cars parked on course \$10.00 each

Special trials leaves Kowloon 1.50 p.m.

Returns 5.40 p.m.

First class return fare including admission to Public Enclosure \$2.00

Free parking for cars.

### MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

87, Queen's Road C., 2nd floor.

### MRS. MOTONO

HAND & ELECTRIC MASSAGE

No. 51B, Top Floor, Wyndham St., Hongkong.

ARE YOU SICK? Why Continue To Suffer. Get The Pao On Chinese Herbs and Get Well. Contipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5009.

## NOTICE.

FIRST CHURCH OF CHRIST, SCIENTIST, HONG KONG,

ANNOUNCES A

### FREE LECTURE

ON

### CHRISTIAN SCIENCE

By

W. STUART BOOTH, C.S.B.

of Denver,

Member of the Board of Lectureship of The Mother Church,

The First Church of Christ, Scientist, in Boston, Massachusetts,

In the Old Chamber of Commerce Room,

City Hall.

MONDAY,

JANUARY 21st, 1929,

At 5.45 p.m.

The Public is cordially invited to attend.

### A VARIETY ENTERTAINMENT

Organized by 2nd Bn.

K. O. Scottish Borderers

as a

### FAREWELL TO MRS. LUARD

will be held in

### THEATRE ROYAL

Saturday, 16th February,

at 9 p.m.

in aid of

Soldiers and Sailors Families Association

and

Garrison Ladies' Help Society.

Well-known Local Artists

Highland Dancing

Full Military Band and Pipes

### BOOKING at Anderson's

Tickets—\$3, \$2, \$1.

Service Men in Uniform, half price.

### CUSTOMS EMPLOYEES.

#### EQUALITY DEMANDED WITH FOREIGNERS.

Unrest has existed among the Chinese Customs employees for some months, and with it has been exhibited a decided movement for equality with foreigners in the service. Several months ago the indoor staff presented a petition to the I.G., Mr. Edwards, in which 15 demands were made. It is understood that, owing to internal difficulties the matter was never brought to a head and Mr. Edwards more or less shelved the document. Due to the manner in which it was presented, a commission was appointed to investigate the demands, but the malcontents were dissatisfied with representation on the committee. Nothing of concern eventuated during Mr. Edwards' tenure of office.

On Saturday, however, almost immediately upon Mr. Maize's assumption of office, 150 men of 250 of the indoor staff, failed to resume work, this being the first step of the Chinese staff to enforce their demands. It seems, says the N. C. D. News, that they attempted to rush matters, although, according to the Chinese Press, these employees were discontented while Mr. Maize was Commissioner of Customs, and more than suggested a change. But in pushing forward their claim, by striking, they left no opening for the present I.G.

In the main, the Chinese staff are urging complete equality with foreigners—either their salaries and agreements should be brought to a par with those of men who have come from Home, or the emoluments of others should be reduced to those of the Chinese.

The action of the strikers has been unofficially discouraged, but nevertheless, the pot has been boiling—superheated—for many months and it has been suggested that certain compromises will be effected.

A meeting of strikers was held last Saturday and it was decided, according to the Chinese press, that delegates should be sent to the commission which is discussing improvements in the system. The commission was originally composed of representatives from Nanking and from the heads of the Customs. The dissentients demand adequate presentation of their demands by their own representatives, who, they insist, should sit on the Commission. They want six delegates.

## POST OFFICE NOTICE

### RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East India and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The special rate of postage on newspapers published in Hongkong and addressed to British Possessions, China and Macao is 2 cents per 4 oz. and not 2 cents per newspaper.

Newspapers bearing insufficient postage are not forwarded and if they do not bear the sender's name and address they are disposed of in accordance with the Postal Regulations.

REGISTERED and PARCELS MAILS are closed 15 minutes earlier than time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

It is hereby notified that on and after 1st January, 1929:—

(a) the radio rate on messages to Macao will be 10 cents per word, and

(b) the charges on messages to all Ship Stations, irrespective of Nationality, will be on the basis of a word rate, pure and simple, with no minimum charge.

### INWARD MAILS.

From	Per	Due
Europe via Suez (letters and papers) London, 20th December, and parcels 18th December, 1928	Kashgar	January 19,
Shanghai and Swatow	Sun Ning	January 19,
Strait	Fushimi Maru	January 20,
Shanghai and Swatow	Yunnan	January 20,
Shanghai and Amoy	Linnan	January 21,
Manila	Pres. Jefferson	January 21,
Shanghai	Aeneas	January 22,
Japan	Aki Maru	January 22,
Japan and Shanghai	Kashima Maru	January 25,
U.S.A., Honolulu, Japan and Shanghai	Pres. Hayes	January 26,
U.S.A., Honolulu, Japan and Shanghai	Pres. Lincoln	January 28,
Japan and Shanghai	D'Artagnan	January 29,

### OUTWARD MAILS.

For	Per	Date and Time.
Saigon	Romulo	Sat., Jan. 19, 2.30 p.m.
Manila	Pres. Grant	Sat., Jan. 19, 4.30 p.m.
Sam Shui and Wuchow	Tai Hing	Sat., Jan. 19, 4.30 p.m.
Straits	Tydeus	Sat., Jan. 19, 5 p.m.
Shanghai and Europe via Siberia	Kashgar	Sat., Jan. 19, 6 p.m.
Saigon	Prosper	Sun., Jan. 20, 8.30 a.m.
Bangkok via Swatow	Kaying	Sun., Jan. 20, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Jan. 20, 9 a.m.
Halong	Song Bo	Mon., Jan. 21, 8.30 a.m.
Shanghai and Japan	Fushimi Maru	Mon., Jan. 21, 10.30 a.m.
Wei Hai Wei and Dakh	Yingchow	Mon., Jan. 21, 10.30 a.m.
Swatow	Hydrangea	Mon., Jan. 21, 2.30 p.m.

Shanghai, Japan, U.S.A., Canada, C. & S. America and Europe via Victoria B. C. and Europe via Siberia	President Jefferson	Mon., Jan. 21, 3 p.m.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria B.C. 11th February.)	
Shanghai and Europe via Siberia	Pres. Jefferson	Mon., Jan. 21, 6 p.m.
	Letters	6 p.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Jan. 22, noon
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marseilles	Sunning	Tues., Jan. 22, 1.30 p.m.

Straita, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marseilles .....	Aeneas .....	Tues., Jan. 22
	K. P. O.	
	Registration .....	1 p.m.
	Letters .....	1 p.m.
	G. P. O.	
	Registration .....	1.45 p.m.
	Letters .....	2.30 p.m.
	(Due Marseilles, 23rd February).	
Swatow .....	Hopsang .....	Tues., Jan. 22, 5 p.m.

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ADJUSTMENT.GERMANY AND POLAND MEET  
DIFFICULTIES.

We have received the following communication from our Danzig correspondent:

Previous to the war the ideas and ideals of the Pan-Slav group were to a large extent fostered by quarters in close touch with the Russian Government, and they also had a considerable number of adherents in Poland. It is not surprising, therefore, to see that after the collapse of the Czarist regime in Russia, Poland adopted the Pan-Slav programme and demanded that the "bastion" of the Vistula basin should be enlarged by making the German-Polish frontier coincident with the line of the River Oder, so that several Prussian provinces including the German Baltic seaports of Königsberg, Danzig and Stettin would have to be incorporated with Poland. The Polish politicians, in raising this demand, based their claims on the thirteenth of President Wilson's "Fourteen Points" which gave Poland a right to all districts undoubtedly inhabited by a Polish population. They asked that Germany should renounce her title to the whole of the Prussian provinces of East Prussia, West Prussia and Posen and to considerable portions of the provinces of Silesia and Pomerania, and it was only for the reason that it was impossible to deny the absolutely German character of the population of some of the districts concerned that they waived their original claim to the whole of the Oder line.

Ethnologically, the position is that, as far as the provinces of Posen is concerned, 75% of the inhabitants consider themselves as belonging to the Polish, and 25% as belonging to the German race. In West Prussia, however, about 60% are German and about 15% are Poles, whilst the remaining 25% are Cassubians, these latter being a Slav tribe not sharing the national aspirations of Poland. In East Prussia the percentage of Germans is 97, in Pomerania practically 100, and in Silesia—with the exception of a part of Upper Silesia, where only 60% are of the German race—about 90.

## Versailles Promises.

In spite of these incontestable facts Poland was promised, during the preliminary discussions at Versailles, the German provinces of Posen, and West Prussia, as well as the southern part of East Prussia, and it was not until Germany raised a strong protest against this decision that Mr. Lloyd George was induced, in the face of violent Polish protests, to introduce a provision according to which plebiscites should be held in the southern section of East Prussia and in that part of West Prussia which is situated east of the lower Vistula. These plebiscites took place in July 1920 under Allied control and resulted in a majority of 96% voting in favour of Germany. Mr. Lloyd George was also successful in having his suggestion adopted that Danzig should be made a "free city." Accordingly, the seaport of Danzig together with the district surrounding the mouth of the Vistula, having an area of 2,000 square kilometres and a population of 390,000 (95% of them German), was made into an independent state under the name of "Free City of Danzig." No plebiscites were held in Posen or in the greater part of West Prussia or in the territory of the newly created "free city."

The plea might be raised that it was necessary for Poland to receive direct access to the sea and that this necessity would justify the methods adopted at Versailles. This contention, however, is baseless, and it is difficult to understand why the perfectly reasonable proposal submitted at Versailles by Germany in connexion with this matter should have been turned down. The German proposal—which was, indeed in conformity with the original proposals of the Allies and of President Wilson—was that Poland should be granted unimpeded access to the sea by the internationalization of the Vistula subject to international guarantees and that she should be allowed to enjoy unrestricted privileges in regard to transshipment matters within certain areas set aside for this purpose in the German Baltic ports of Königsberg, Danzig and Stettin. The principle underlying this suggestion has already worked very successfully in connexion with the internationalization of the Rhine, the Danube, the Oder, etc., and there is no reason why it should not work equally well in the case of the Vistula.

## Eastern Locarno?

Instead of this, however, it was decided at Versailles to perpetuate the antagonism between Germany and Poland in a manner which delays indefinitely the understanding between the two countries—an understanding which is necessary in the best interests of Euro-

CHANGING "FASHIONS"  
IN JOINTS.FARMERS NOW TO BREED  
SMALLER CATTLE.

The housing problem, which has so increased the number of small-roomed houses, is providing the British farmer with a new problem—the breeding of small cattle in keeping with the limited accommodation of modern ovens.

This is one of the interesting facts revealed by the Smithfield Club Cattle Show, opened recently at the Royal Agricultural Hall. "Quite apart from the problem which large joints give to many housewives," said an exhibitor, "we are finding that the general taste is changing. The demand of all classes to-day is for small joints, which have only to be served up cold once."

The King was one of the most successful exhibitors. In the three livestock sections he took three first prizes, seven seconds, a third and two fourths. The Prince of Wales gained the silver cup for the best shorthorn, and won two firsts and a third with steers.

pen solidarity, because the two countries are economically and politically dependent upon one another in many ways. It is a well-known fact that the Polish Corridor—by which Germany's vital interests are impaired—is the main obstacle to Germany's refusal to conclude what is called an Eastern Locarno. The readjustment of the unnatural and impossible frontier is of cardinal importance to Germany. If the necessary good will is shown on both sides, it ought not to prove so very difficult to remove, by a fair policy of give and take, the barrier that obstructs the path of an understanding between Germany and her eastern neighbour, and in order to improve the mutual relation between the two countries it is necessary that this should be done.

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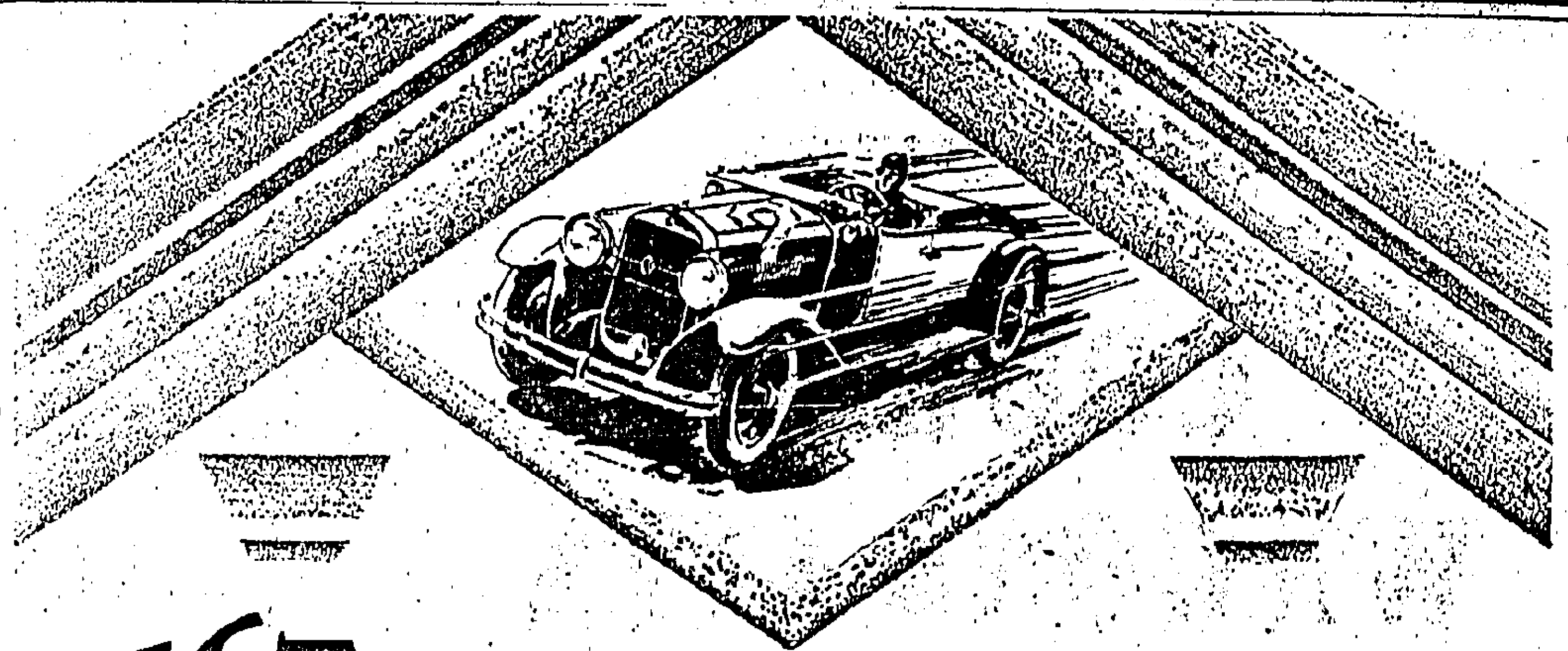
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Dancing nightly

Admission \$1 per head.

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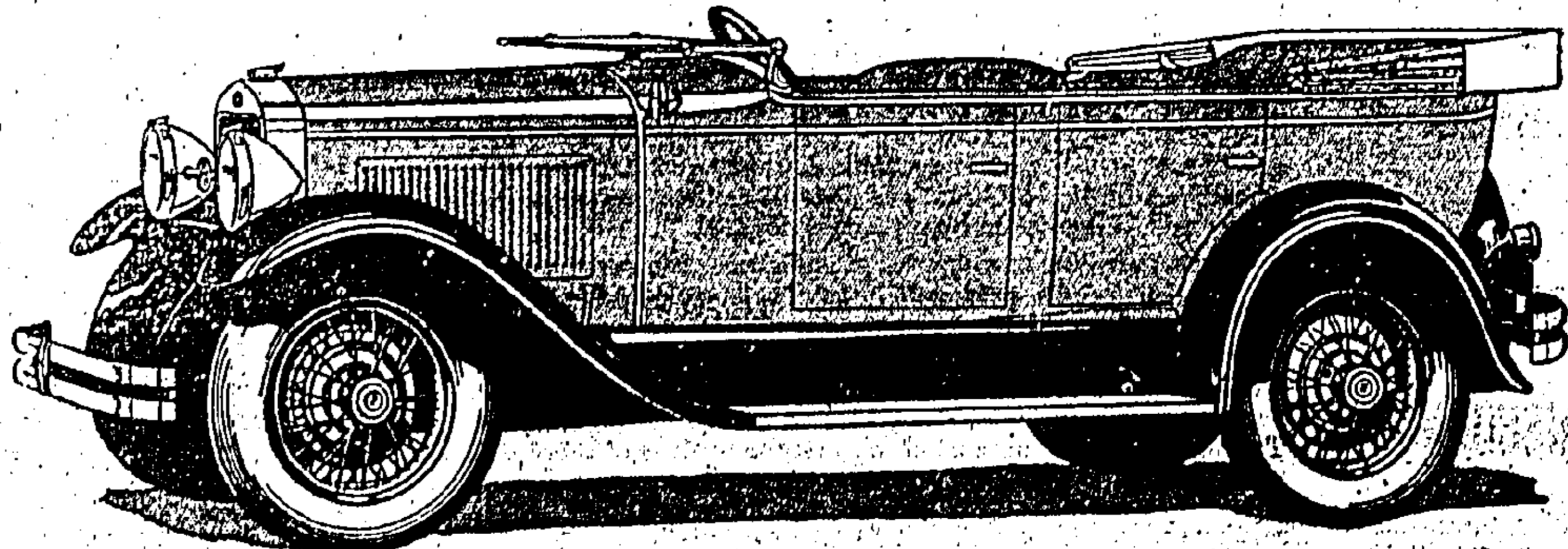
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minutes. The Erskine Six holds 11 official records, won when it raced 1,000 miles in 984 minutes. The Director became champion of its class when it traveled 5,000 miles in 4,751 minutes!

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The Studebaker Director Royal Tourer  
Price range from \$2,320 to \$6,160.

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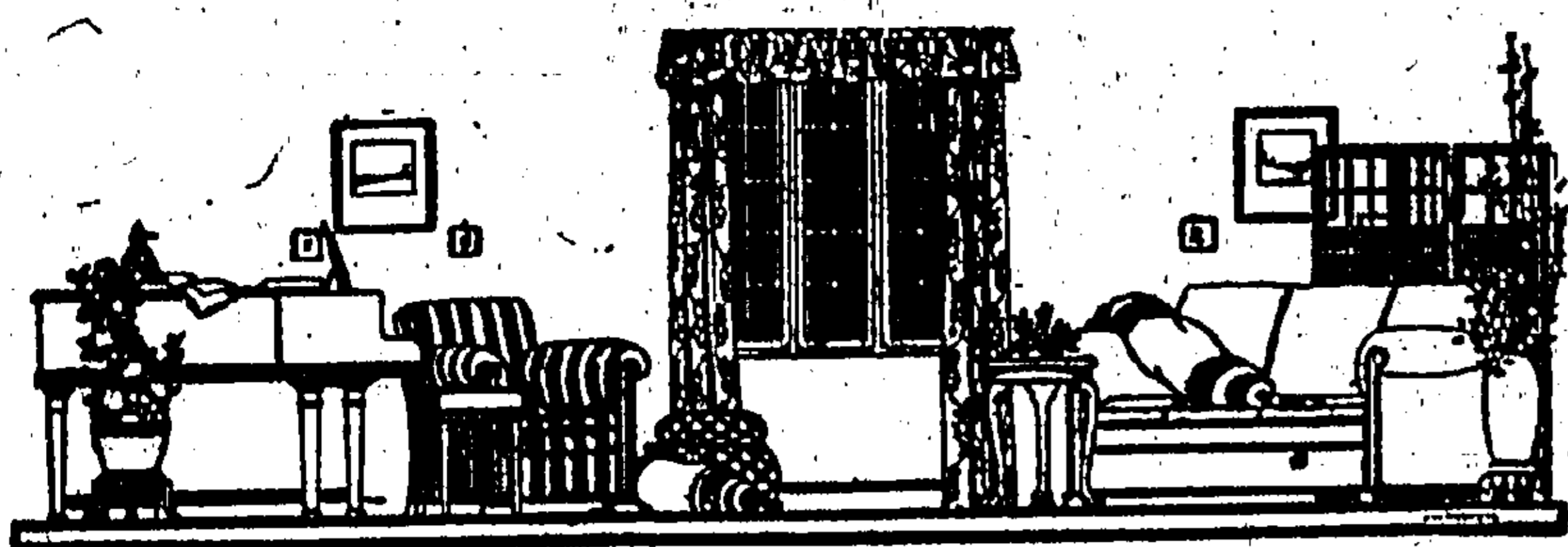
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### SWEDISH ROYAL WEDDING.



Members of the Swedish royal family who attended the wedding of Count Folke Bernadotte and Miss Estelle Manville in New York last month. The marriage of this New York Society girl to the Swedish nobleman marked the elevation to the highest point in royalty ever attained by an American girl. Count Bernadotte, shown above with his bride, is a grandson of Sweden's king and a direct descendant of Marshal Bernadotte of Napoleon's army who was elected to the Swedish throne early in the nineteenth century. In the lower group, left to right, are Baroness Sophie Fleetwood, sister; Countess Elsa Bernadotte, sister; Count Carl Bernadotte, brother; and Countess Carl Bernadotte, sister-in-law.

### DESERT LOVE OF A BARONET.

LADY CHARLES ROSS  
GRANTED DECREE.

Lady (Patricia) Ross was recently granted a divorce from her husband, Sir Charles Ross, Bart., by the Scottish Court of Session, to which she appealed from the Court below which had refused a decree. The co-defender, Mrs. Emily Dalziel, of New York, has died since the case began.

The Lord President, in his judgment, said that Sir Charles met Mrs. Dalziel in New York in 1896, when he first went to America. She was then unmarried.

There was no trace of any communication between them until they met again at a party in New York in 1919.

So rapidly did the intimacy between them grow, that early in 1920 they were projecting expeditions together to Labrador for fishing, and to Africa for lion and elephant shooting.

#### In the Red Sea.

In 1920, accompanied by a major and his family, Sir Charles and Mrs. Dalziel embarked at Marseilles for Africa.

In the Red Sea passengers were permitted to sleep on the boat deck, and Sir Charles provided air-beds for himself and Mrs. Dalziel.

The men slept on one side and the women on the other, but the stewards noticed in the mornings the two airbeds were repeatedly found side by side. Sir Charles and Mrs. Dalziel were the only two passengers who had airbeds.

There was also evidence that Mrs. Dalziel was also in the habit of visiting Sir Charles in his cabin.

#### Desert Expedition.

Possible opportunities presented by an expedition in the desert for two people whose interest in each other was by no means limited to their progress with the sporting rifle, were infinite.

There existence of abounding opportunity might not require any sinister inference, but when those two people were found deliberately separating themselves from all civilised companionship, and under no possible observation save that of a few ignorant and benighted African natives, the inference became a necessary one.

The argument was that these two were hunting mad, but his lordship thought their madness was attributable to other reasons more personal to themselves.

### PRINCESS WED BEHIND CLOSED DOORS.

DESCENDANT OF THE KINGS  
OF FRANCE.

Behind the closed doors of St. Richard's Catholic Church, Chichester, a princess, descended from the kings of France, was married last month to a wealthy American.

There was none of the pageantry that customarily accompanies a princess's wedding.

A silver and gold ring, which has been passed down through the Royal Families of France, was the only link with the old-time glories of the House of Orleans.

The bride was Princess Marie Louise of Orleans, daughter of the Duke and Duchess of Vendome, and the bridegroom was Mr. W. F. Kingsland.

In the Westhampnett register the couple were described as:—

William Frederick Kingsland, bachelor, of independent means, age 40.

Marie Louise Fernand Charlotte Henrietta d'Orleans, formerly the wife of Philip, Prince of Bourbon, from whom she obtained a divorce, Princess; domicile, Russell Cottage; age 31.

Father Measures performed the ceremony, assisted by Father Cornelius O'Brien.

#### Guard at Cottage.

The Princess has lived in seclusion for more than a year in an old-world cottage at West Wittering, Sussex.

So great had been the number of people visiting the place during the last few days that a police guard had been posted outside.

Many women waited in the drizzling rain to see the arrival of the Princess.

Over a brown dress she wore a cloth coat of the same colour, trimmed with fox fur. Around her neck were three ropes of pearls.

Only members of the family and close friends were admitted to the church. It had been reported that the Duke of Vendome opposed the marriage, although the duchess had given her consent. Neither was at the ceremony, for the duke was ill and the duchess remained with him, but both were represented at the church.

After the ceremony, bride and bridegroom drove away to London, where they are spending the first part of their honeymoon.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

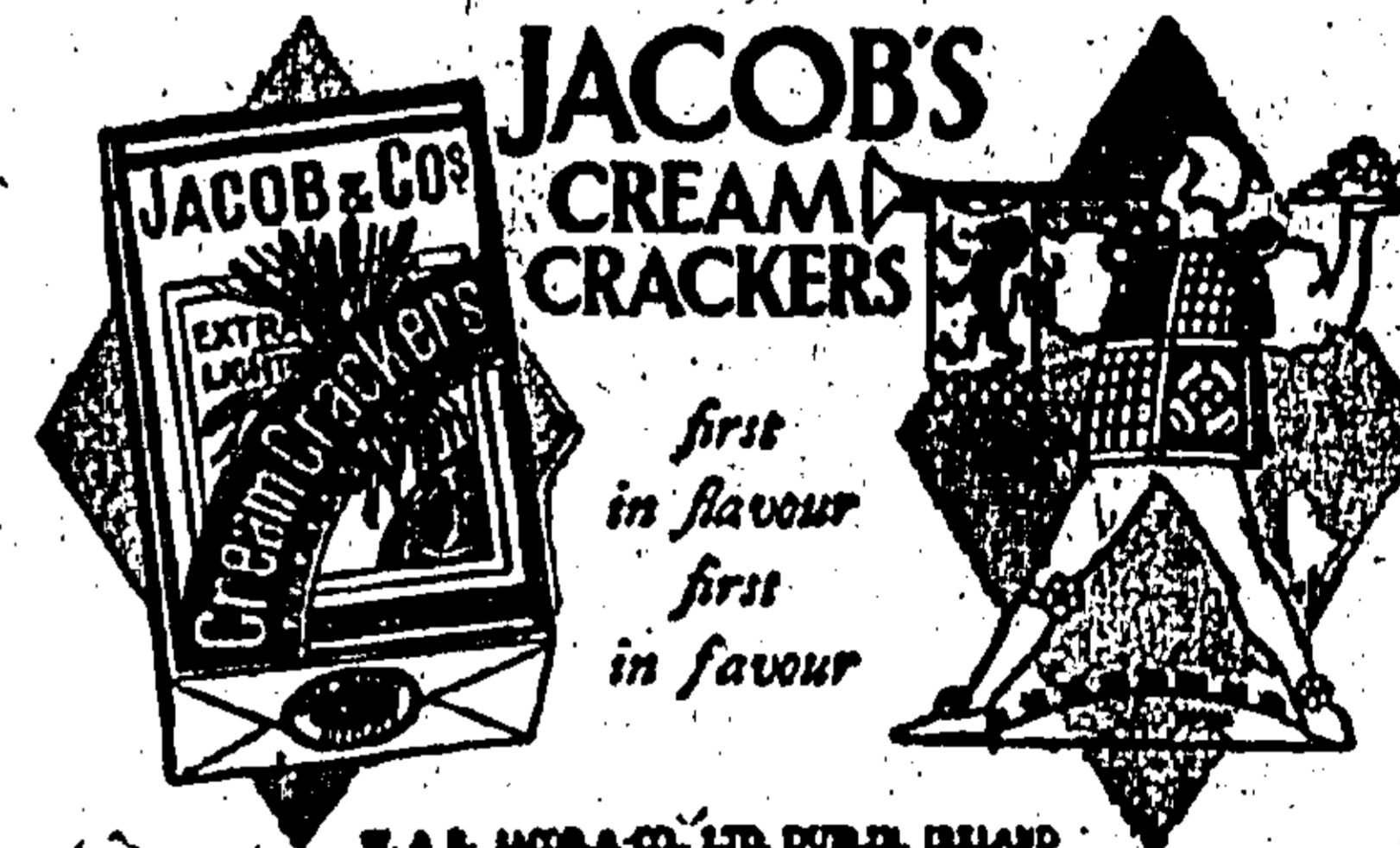
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EVANS' PASTILLES are a sure shield against all winter ailments such as Sore Throats, Coughs and Colds. Their antiseptic vapours penetrate into the innermost cavities of the nose, throat and chest, killing all germs and quickly soothing the inflamed organs.

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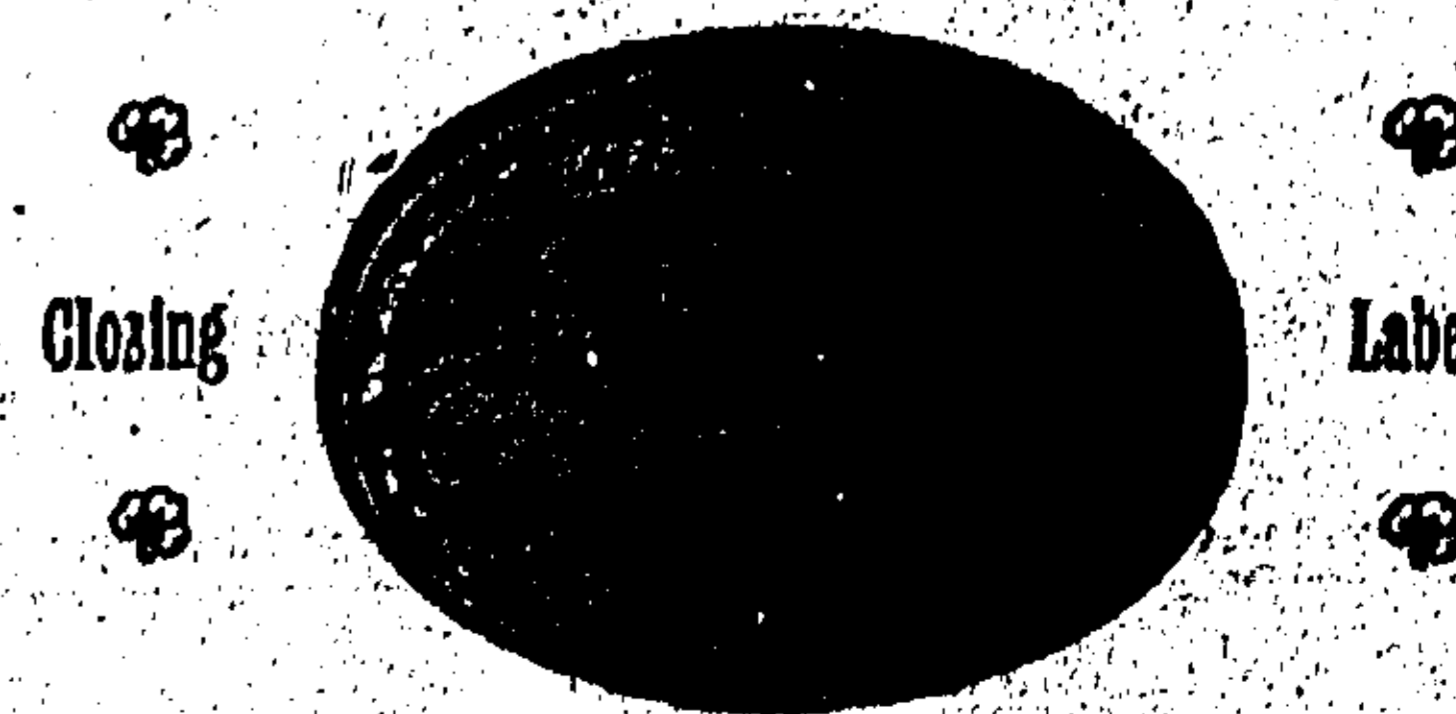
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The FINEST



MANILA Cigars

Each box is guaranteed by  
the signature of the manufacturer on the



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**COLD, DAMP, AND  
CHANGEABLE WEATHER**  
brings to mind steps that may be taken  
to protect the fragile and susceptible.

**"WATSON'S"  
MALT EXTRACT**  
with  
**COD OIL LIVER**

Increases one's natural Power of resistance.

Prepared from British winter malted barley and cod liver oil  
specially selected for its vitamin content. Its palatability  
makes it acceptable to the most fastidious.

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**ACKNOWLEDGMENT.**

Mrs. Walter J. L. Ford and family  
thank all friends for floral  
tributes and attendance at the  
funeral, and for expressions  
of sympathy in their bereave-  
ment.

**DEATHS.**

**YUNG.**—Ada, the beloved wife of  
Morrison B. Yung, on 18th  
January, 1929, at her resi-  
dence, 7, Conduit Road, aged  
38. Funeral will take place  
on Sunday (to-morrow), leav-  
ing 7 Conduit Road at 3 p.m.  
for the Chinese Protestant  
Cemetery.

**BOTELHO.**—At 11.45 p.m. Jan.  
18th, 1929, at 339, Moshin  
Building, Kowloon, Julio  
Cecilio Botelho, aged 43.  
Funeral will pass the Monu-  
ment at 5.30 p.m. to-day,  
Shanghai, Manila, Macao and  
San Francisco papers please  
copy.

**The  
Hongkong Telegraph.**  
SATURDAY, JAN. 19, 1929.

**EDUCATION.**

The value of the work being  
done by the Vernacular Middle  
School was well stressed at the  
annual prize distribution by the  
Hon. Mr. Kotewall. It is the aim  
of that institution to provide  
Chinese higher education, com-  
bined with a knowledge of English,  
so that what is best in the old may  
be grafted on to what is best in the  
new. The experiment is apparent-  
ly proving quite successful, a fact  
which must be the cause of con-  
siderable gratification to the pro-  
moters of the school. Judging  
from the headmaster's report, the  
past year has been one of steady  
progress, and a fact to which the  
staff can point with considerable  
pride is that the majority of the  
students in the new Chinese School  
at the University hail from this  
particular institution.

We are thoroughly at one with  
those who believe that more atten-  
tion should in the future be paid  
to Chinese studies than has been  
the case in the past. The new  
University School will provide the  
very best of facilities in this  
direction, and, it is to be hoped,  
eventually lead to the establish-  
ment of a distinct Chinese Faculty  
there. Far too many Chinese  
students concentrate almost ex-  
clusively on English, neglecting  
their own language and literature,  
with the result that in the final  
result they are not educated in the  
real sense of that word. We  
realise, of course, that the same  
type of education does not meet  
the needs of all classes, but there  
is surely room in this Colony for  
the encouragement of a study of

the Chinese classics. It would  
appear to be the ambition of a  
great number of Chinese to secure  
a smattering of English subjects,  
apparently in the belief that they  
will thus be equipped for posts in  
foreign firms. A great many of  
these lads get no further  
than to secure jobs as office-boys;  
but even that seems to attract them  
more than the idea of taking up  
some definite calling. Office-work  
is the one means of earning a  
livelihood which appeals to them,  
and it is only later in life that they  
realise the mistake they have made  
and the disappointment suffered.  
In this connexion, the thought  
occurs to us that Hongkong could  
do more than it is doing in the way  
of vocational training. At present,  
educative work of this character  
is confined to charitable institu-  
tions, working amongst the poor.  
These bodies perform a very  
valuable function, but their sphere  
is naturally limited. We should  
like to see the time come when  
Hongkong will have its own Gov-  
ernment vocational schools, provid-  
ing training in practical subjects  
and equipping Chinese youth with  
knowledge which will fit them for  
the task of contributing something  
of value to the Colony. In Shan-  
ghai, there is run by the Municipality  
a Polytechnic Public School for  
Chinese, and we observe that steps  
have just been taken to give  
technical subjects a more promi-  
nent place in the curriculum. At  
present, one manual training in-  
spector divides his time between  
this institution and two other  
schools, but it is now hoped to ob-  
tain the service of another, and in  
the meantime additional equip-  
ment for the manual training  
classes is being secured.

There can be no doubt that a  
great many Chinese students, both  
here and elsewhere in the East,  
leave school ill-equipped for  
serious work in the outside world,  
for the simple reason that their  
training has not been along prac-  
tical lines. And many who are at-  
tracted by English subjects would  
do far better for themselves and  
the community at large if they left  
Western ideas largely alone and  
received such technical training  
as would make them really useful  
craftsmen.

#### Hsin Wah Rescues.

The dramatic rescues of two  
further survivors of the appalling  
Hsin Wah disaster has opened up  
possibilities and revived hope, in  
a small measure, that the feared  
toll of life may yet be happily  
lessened. Remote though it may  
be, there is just a chance that  
there are other poor souls marooned  
on one or other of the desolate  
islands, grouped about Hak Chau  
Shan, and no effort should be  
spared in the investigation of this  
new area of search. It must be  
borne in mind that but for the  
providential appearance of a stray  
fishing junk, the saloon cook and  
chief steward would still be in a  
terrible plight, doomed to death.  
Organised searches for Hsin  
Wah survivors did not carry with-  
in workers so far afield as Hak  
Chau Shan, which is twenty miles  
from the scene of the wreck, and  
as the steady drift of the frail raft  
seems to have been in that direc-  
tion, it may be that others had  
similar experiences. At all  
events, it is gratifying to note, the  
authorities have been galvanised  
into action, and aeroplanes were  
sent out yesterday afternoon, and  
will go out again this morning, to  
carry out aerial surveys. It is  
somewhat strange that until yester-  
day's miraculous rescues, no one  
seems to have given consideration  
to the value of aircraft in  
detecting drifting derelicts of the  
type so graphically described by  
the men brought back from the  
dead, as it were. It is now eighty  
hours since the Hsin Wah sank to  
her doom, and the prospects of  
further rescues lessen with every  
minute almost. It is too late to  
speculate what might have been  
possible if Kai Tack had been  
instructed to join in the rescue  
work at dawn on Wednesday.  
There are many amazing features  
of the tragedy which suggest that  
little more could have been done  
than was done, and we are glad to  
say there is now an assurance that  
these factors contributory to the  
heavy loss of life will form the  
subject of a full inquiry, through  
the medium of a Coroner's inquest.  
Public opinion would have been  
appalled had the nationality of the  
vessel allowed the tragic event to  
pass without some attempt to get  
at the truth.

#### DAY BY DAY.

THE DEVIL HAS A GREAT ADVAN-  
TAGE AGAINST US INASMUCH AS HE  
HAS A STRONG BASTION. AND BUL-  
WARK AGAINST US IN OUR OWN  
FLESH AND BLOOD.—Luther.

The *Gazette* publishes a list of  
persons authorised to perform vac-  
cinations.

It is notified that the name of  
the South China Dyeing and Weav-  
ing Works, Ltd., has been struck  
off the Register.

His Excellency the Governor has  
reappointed Chevalier J. M. Alves  
to be a Member of the Board of  
Education for a further period of  
two years.

The appointments of Commander  
G. F. Holt, Dr. W. B. A. Moore,  
Mr. J. P. Braga and Dr. S. W. T'ao  
as members of the Legislative Coun-  
cil are gazetted.

His Excellency the Governor has  
appointed Dr. Hugh Alderson  
Pawcett to act as Medical Officer  
of Health during the absence on  
leave of Dr. George William Pope.

New Kowloon Inland Lots 1202,  
1203, 1204 and 1205, all situate at  
Shamshui, are to be sold by  
auction at the P.W.D. offices on Fe-  
bruary 4th. The upset prices vary  
from \$1,740 to \$4,320.

Tenders are invited for the sup-  
ply to the Government of a motor  
launch similar to H. D. 10, length  
about 69 feet, speed not less than  
9 knots. The price is not to ex-  
ceed \$25,000.

The pictures appearing in the  
Motor Supplement to-day, illustrat-  
ing the account of the Chrysler tour  
through Africa, and the advertise-  
ment in relation thereto, are by  
courtesy of the *Rand Daily Mail* and  
Film Productions, Ltd.

The *Gazette* contains a pro-  
clamation extending the Mainte-  
nance Orders (Facilities for En-  
forcement) Ordinance, 1921, to  
maintenance orders by courts in  
the Territory for the Seat of Gov-  
ernment of the Commonwealth of  
Australia.

The following new Traffic Re-  
gulation is gazetted:—"On and  
after the first day of July, 1929,  
every motor vehicle with left hand  
drive shall be provided with a  
mechanical device to the satisfac-  
tion of the Captain Superintendent  
of Police, and in good working or-  
der, for indicating the direction to  
be taken by such vehicle."



Clubs are trumps, and South has  
the lead. North and South must  
win five of the six tricks.

Lay out the cards on a table, as  
shown in the diagram, and study  
the situation. See if you can find  
a method of play that will net  
North and South five of the six  
tricks.

#### The Solution.

Many players, if confronted  
with this distribution of cards in  
an actual bridge game, would prob-  
ably immediately concede their  
opponents two tricks. It is true  
that the situation looks none too  
good, with the king-jack-10 of  
trumps at the left of the lone ace-  
queen. Yet overcoming this dis-  
advantage is not half so difficult  
as it may at first appear.

South leads the ace of hearts,  
and then the jack of hearts. North  
discarding his losing diamond.  
South now leads a diamond, and  
North trumps. North must next  
lead a spade, but South, no matter  
whether or not East covers, dis-  
cards his last diamond. And  
West, unfortunately, is now com-  
pelled to trump, and then to lead  
a trump from his minor tenace.  
South's major tenace.

The opening lead of a trump in  
this problem, or of a diamond,  
brings obvious defeat. If the jack  
of hearts is led to North's king,  
North is placed in a helpless posi-  
tion. There is only one way to  
play the hand and to overcome  
West's advantage in trumps.

#### AND SO TO SAN FRANCISCO.

What a British Writer Saw There.

[Mr. Collinson Owen, the noted  
British writer, contributes the fol-  
lowing to the *Christian Science  
Monitor*.]

And so to San Francisco. I had  
never dreamed that a few miles  
short of that goal the long trans-  
continental train would meet  
itself on a huge train ferry, and  
that a few minutes later the pas-  
sengers from New York, Chicago,  
St. Louis and the rest would be  
further transferred to a real ferry-  
boat, and end their land journey  
as seafarers. But so it is, and it  
has the advantage that, though from  
the east you do not come sailing in  
through the Golden Gate, you do,  
all the same, approach San Fran-  
cisco by water.

A great game. Its history, as  
Europe measures these things, is  
small enough. In 1579, Sir Francis  
Drake just missed discovering it,  
which in some ways is perhaps a  
pity, although in that case it would  
not have had the name it now bears  
and California would not have been  
full of Spanish architecture. In  
1769 the Spaniards did discover it—  
or rather the bay that is entered  
by the Golden Gate—and so gave us  
a name that means much to sailors  
the world over.

That was the beginning. Add to  
it the history of the gold rush—the  
days of the forty-niners—Bret  
Harte, the great earthquake and  
fire of 1906 and a few other in-  
gredients, and you have most of  
San Francisco's history. But some-  
how it has a background immen-  
sely deeper than its years warrant.  
San Francisco may push its sky-  
scrapers into the future, but you  
feel that it has its basements deep  
in history—even though most of  
them date from only 1906.

All over the United States there  
is a legend that in San Francisco  
you must never mention the word  
"earthquake." New York and  
Chicago will impress this on you  
with a chuckle. The great catas-  
trophe of 1906, you are told, is  
supposed by all good San Francis-  
cans to have happened entirely by  
the agency of fire—an interesting  
example of a whole city deceiving  
itself, as it were, into the belief  
that the earth is flat. But arrival  
at San Francisco soon proves that  
this is a libel on the inhabitants.  
They freely admit that there was  
an earthquake in 1906. You may  
hear thrilling stories of it even to  
this day.

But what San Francisco is really  
touchy about is that word Frisco.  
The stranger may think that there  
is a certain rollicking attractiveness  
in referring to this great city by  
the sea by a facile sort of name.  
But San Francisco doesn't desire  
to be so labelled. It is a social  
gauche to say "Frisco," however  
romantically it may suggest brass-  
band cheers and green parrots.  
"Do you," said a resident to me,  
"expect London to be called Lon?"  
One cannot reply to an argument  
like that.

Looking from my usual fifteenth-  
story bedroom window the view is  
very reminiscent of New York.  
It may be a dramatic comedy for all  
New York is crowded on its rocky  
island, so is San Francisco confined  
to its hilly peninsula. It is the  
second most imposing cluster of  
skyscrapers on the continent. And  
though Sir Francis Drake over-  
looked it, there is a hotel flag bear-  
ing his name flying from the sum-  
mit of something like forty storeys.  
It is amazing to look on all this  
and realize that the majority of  
these imposing business offices,  
apartment houses, hotels, and the  
rest have been built within the last  
twenty years. It had been my  
privilege to spend much of my time  
coming across the continent with a  
San Francisco citizen who was as  
proud of his city as a good father  
is of twins. He was in the thick  
of the earthquake and the fire, and  
has since seen the city rise from  
its ashes to what it is now. His  
devotion has something of ecstasy.

And looking on this product of  
twenty years of energy and faith  
in the future—not to mention faith  
in their architects—one can quite  
understand such intense civic pride.  
But what San Francisco really is  
like had best be found out from the  
local literature. All United States  
cities have their own beautifully  
produced illustrated booklets, grace-  
fully bestowed by a proud Chamber  
of Commerce. The city is there for  
everybody to see who travels far  
enough, and the local literature is  
there for anybody to read.

What matter most, even in a city  
like San Francisco, are the things  
one finds out for oneself.

My barber, for instance. It is  
Sunday morning, but despite that  
fact, this sanitary palace in the  
basement of the hotel is full of  
customers, with hot towels, massag-  
ing, haircutting, shoe shining  
(while your hair is being cut), et  
alter.

So it is wherever you go in  
America by the way. People are  
working at all times of the day and  
night. Many people, indeed, seem  
to regard work in the United States  
as something which they actually  
like.

My barber, then, hails from Scot-  
land, but has been for over twenty

years in America. When he left  
New York two years ago to look  
for a new job out West he drove  
across the continent in his own car.  
My modest haircut, single and  
shampoo cost me two dollars and  
sixty cents, or about eleven shill-  
ings. I am a little vague as to why  
it should have been so expensive.  
But this and the fact that, acting  
on the soundest advice, I make my  
tip half a dollar help me to under-  
stand why my barber is so pros-  
perous.

Then there is the amiable police  
sergeant whom I happen to en-  
counter on a friendly footing. He  
mentions that some time ago he  
thought his wife ought to know  
Europe. He accordingly sent her  
there for a six months' trip.

This, I think, is what may be  
called thinking big. Police ser-  
geants in England do not run to  
such conceptions of what ought to  
be done to a wife.

"Did she like it?" I asked.  
"I'll say she did. She thought  
London was fine."  
Everywhere I find Americans, of  
all kinds, who think that London  
is fine. Accustomed as English  
people are to finding London always  
there, and always looking very much  
the same, we may sometimes wonder  
what Americans find in it that is  
so attractive. But Americans don't  
feel that way about it. As they  
put it, they get a "real kick" out of  
London. They get many "kicks,"  
kicks all over the place, where we  
should never dream they existed.  
And the more one sees of American  
life the more one realizes why quiet  
old London, sober, historic and un-  
sensational, exerts so powerful an  
appeal.

Having seen other American  
cities, it is not surprising to find  
that San Francisco has its own  
beautiful parks and suburbs, its  
profusion of charming villas, its  
country clubs and the rest. What  
was new was the city's Chinatown.  
We have all heard of that. From  
afar it suggests mystery, drama,  
romance. Close at hand it  
looks severely respectable. We  
must remember that this  
part of the city also is  
only twenty years old, or less.  
But I have not the slightest doubt  
all the factors that go to the mak-  
ing of magazine stories and the  
movies exist in San Francisco's  
Chinatown, if one liked to look for  
them closely enough. All the in-  
gredients of drama slumber there,  
including that of tong warfare....  
And in the streets one may see  
Chinese flappers beautifully arrayed,  
and quite often beautiful them-  
selves.

What I see of Chinatown is in the  
company of a Chinese lady doctor,  
born in America. It is a short  
visit, but very interesting. Among  
other places we visit the Chinese  
theatre, a large place and full of  
Chinese, many of them young men  
in what may be described as smart  
Western attire.

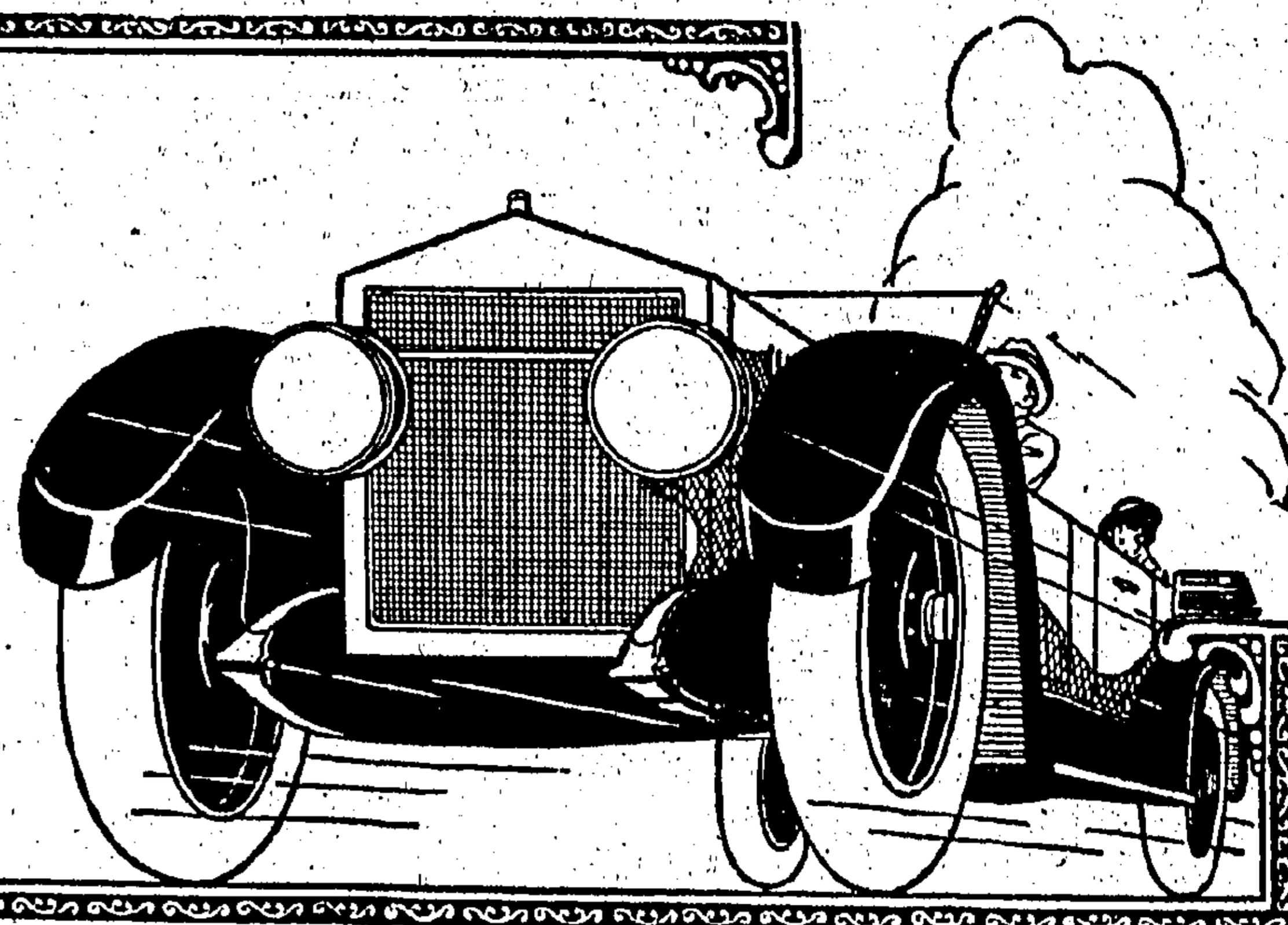
A company that has come all the  
way from Peking is playing. It  
may be a drama. It may be oper-  
a. It may be a musical comedy for all  
I know. Anyway, three young men  
seated to the left of the stage keep  
up an immense clatter with every  
variety of percussion contrivance.  
The property man in his shirt  
sleeves wanders in and out of the  
action. An actor wearing a long  
and narrow white beard is stabbed.  
He takes his time about succumbing  
to the blow. As he finally stretches  
himself out the property man, who  
is chewing gum, places a small  
wooden pillow under his head. For  
one brief moment he consents to re-  
main there. Then he rises and the  
property man nonchalantly drops  
an unconvincing dummy in his  
place. It is good fortune thus to  
pop in on a Chinese drama and to  
encounter almost at once this  
typical example of celestial stage  
convention. Real China, five min-  
utes from Union Square.

Last scene of all, a Saturday  
night dinner out at the country  
headquarters of a well-known circle  
of good cheer. There are visitors,  
and dinner is one long run of  
laughter, owing to the exertions of  
the chairman, who is a notorious  
wit and revels in his sinister re-  
putation. Never once does he miss  
fire. He is ably seconded by an-  
other member who tries to disrupt  
dinner by appearing as a rude old  
German waiter. Both these men  
should be actors. Instead they are  
in plain business.

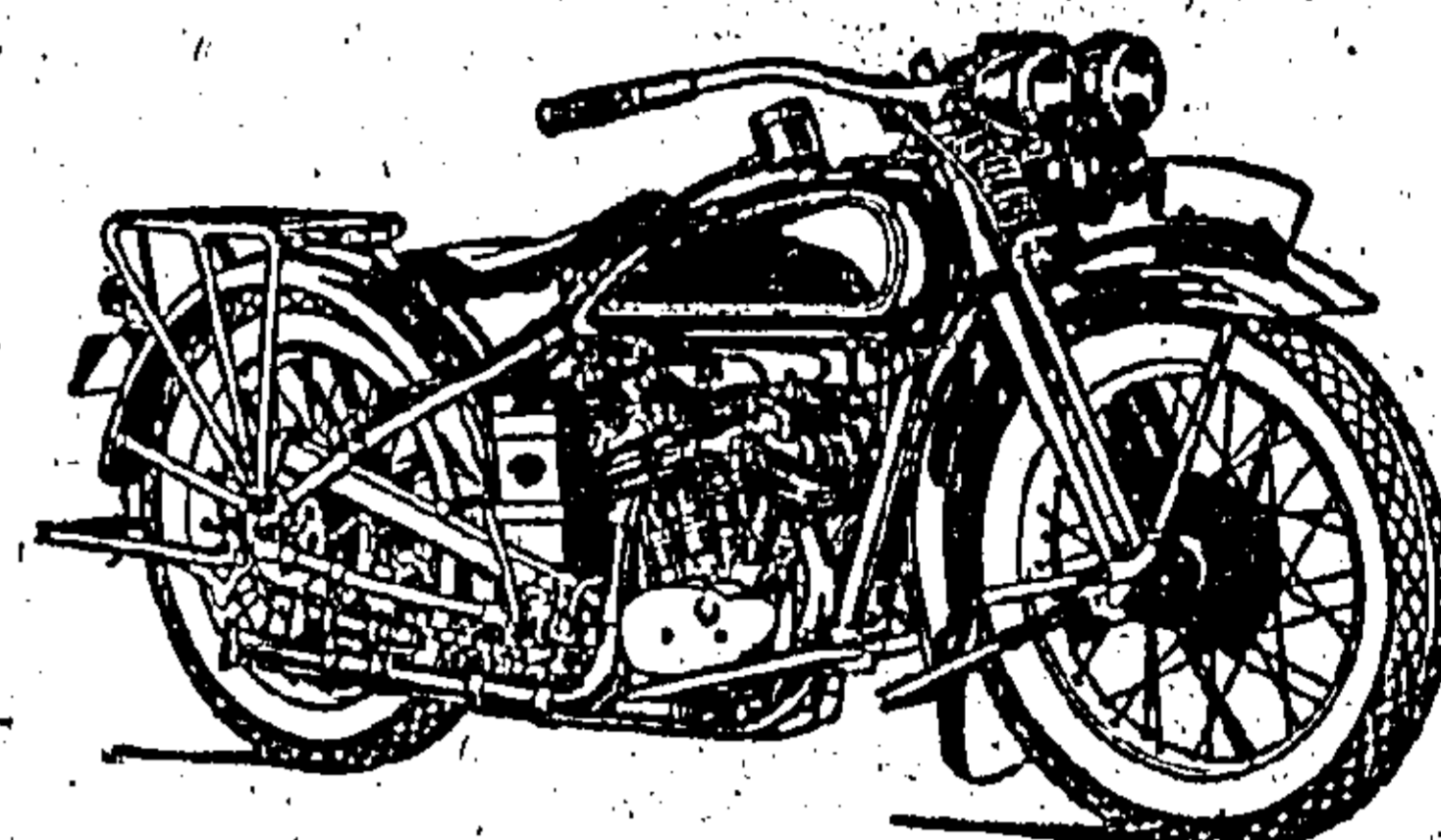
From the fun of dinner we pass  
out in the night to a clearing in a  
redwood grove. These redwood  
trees are said by Californians to be  
the oldest living things in the  
world. Straight as pines they  
tower upward some 200 feet or  
more. Against a semicircle of  
these trees a log stage is built.  
A member mounts it, and then, while  
coloured fires burst out at conceal-  
ed points here and there in the red-  
wood grove, he delivers himself of  
a glowing ritualistic speech, which  
is a call to those within earshot to  
love their fellow men. The most  
exalted sentiments.... A surprise,  
an undeniably impressive ceremony,  
and perhaps the greatest contrast  
of all I have yet encountered in this  
country of contrasts.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH  
SATURDAY, 19th JANUARY, 1929.  
Being the Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## The Latest 1929 HARLEY-DAVIDSON



### A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANK. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

## THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
Tel. K. 1242 2, Kwong Wah Road, Kowloon.  
(Opposite The Steam Laundry)  
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

## FIAT

### OWNERS!

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EXCLUSIVELY  
RECOMMEND

## Mobiloil

The use of Mobiloil is approved by over 600 motor manufacturers, including the following famous makers:

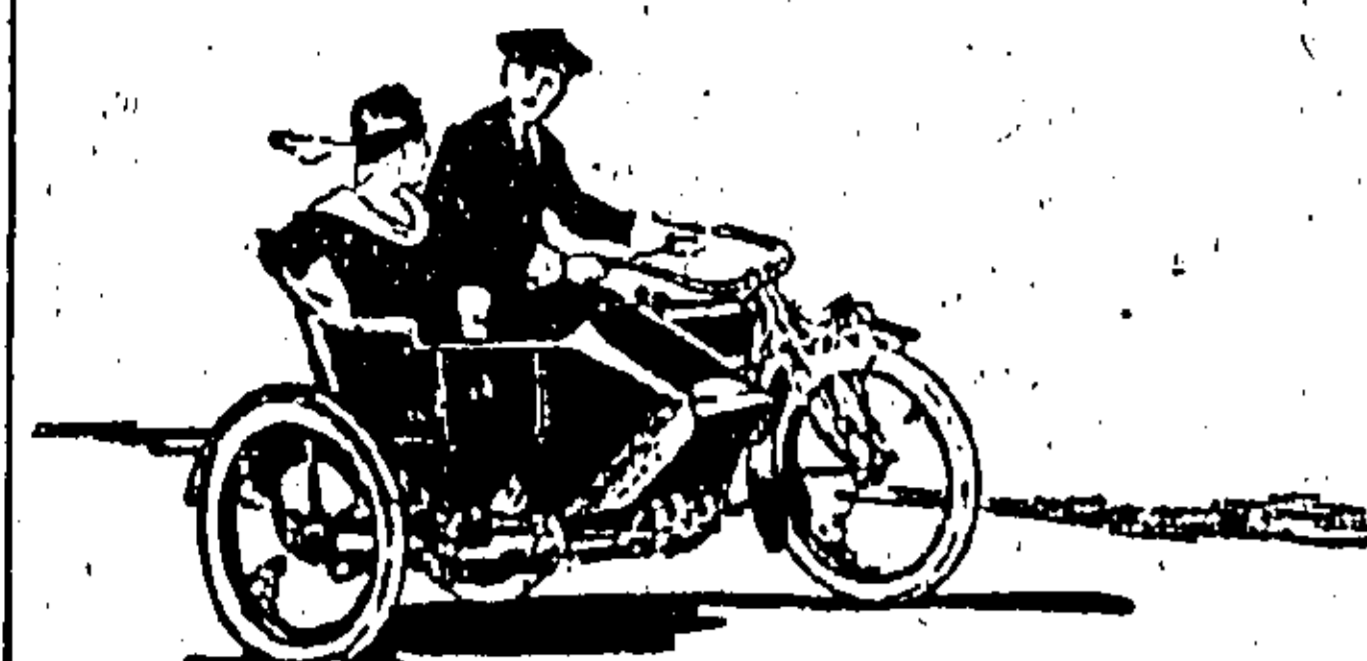
\*MORRIS \*SINGER  
\*TRIUMPH \*BEAN  
\*AUSTIN \*STANDARD  
\*CITROEN \*SUNBEAM  
\*SWIFT \*TALBOT

\*Send for a post free copy of Oiling Chart

Mobiloil has been recommended by Fiat (England) Ltd. since 1907.

Have you had your copy of the Fiat Oiling Chart? If not, sent for a post free copy now.

VACUUM OIL COMPANY, HONG KONG.



## CURRENT COMMENT

### Annual Meeting.

The Annual Meeting of the Hongkong Automobile Association will be held in the Boardroom of Messrs. Jardine, Matheson & Co., Ltd. on Tuesday, January 29th, at 5.30 p.m. It is hoped that there will be a large attendance of members.

### "Baby" Cars.

Although an apparently fertile subject for the wit of humorists, a tremendous demand has sprung up of recent years for the miniature types of cars which have been dubbed "baby" cars. The fact of the matter is that there are a great many people who prefer these smaller editions of the ordinary sized motor vehicle, probably on account of the small garaging space required, and the extremely low costs involved in operation and maintenance. Britain has certainly been the pioneer country in producing the small car, and as yet there is no country which has attempted to challenge her lead. British "baby" types have found favour in the United States during the last year or two, and even their rise to popularity in that home of automobiles is partly due to one or two cinema stars importing small cars more as a novelty than actual utility. It was quickly discovered that the new toys were particularly practical, and other people began to purchase them, and thus the trade grew.

### The Latest "Baby."

During 1928, the Morris Factory at Cowley, England, conducted experiments with a view to entering the small car field, and by the month of June, a most attractive little vehicle had been built. In the greatest secrecy, put to the most exacting trials, and finally adopted as the Morris challenge in this class. It was named the "Morris Minor," and before the year closed, had achieved a truly remarkable degree of popularity. The writer of these notes had the opportunity of a tour of the Morris Works during the week that the final decision was made and the new "Baby" christened, and the impression was then gained that on account of its extremely attractive design, and the excellence of workmanship, the "Minor" would quickly become popular. So popular has it become, that the factory is kept at a high pitch of activity in order to meet the demand.

### "Minor" Due Here.

Local motorists will be interested to know that the first of the "Minors" to reach this part of the world is due over the week-end, and that within a few days opportunity will be given to inspect and try these new vehicles. It is safe to predict that in common with the British Isles, and every other part of the world where the "Minor" has been introduced, a heavy demand will spring up from those who prefer this type.

### For China.

There should be a very big demand from China for such cars as the "Minor" because, even although roads are being built in most districts, there are yet many places where the ordinary car finds the thoroughfares too narrow. In such localities the "baby" solves the problem. Not only that, but for the same reason which exists elsewhere, there is bound to be a large number of Chinese who will become enthusiasts of the small car, as already witnessed in Hongkong with the Austin and other makes.

### Costly Delay.

A serious motor smash occurred in the New Territories on Sunday last, two cars meeting in practically a head-on collision with the

result that both suffered very great damage. If our information is correct, one of the vehicles was not covered by insurance. It cannot be too strongly emphasised that every car or motor cycle owner should be fully covered by insurance, not only from the point of view of possible damage and loss through injury to the vehicles, but also with regard to serious hurt which may befall the occupants of vehicles. During the week we have heard of several local motorists who do not carry insurance, and in one case, an owner confessed that he never had insured, and furthermore, that he had never met with an accident!

### The Other Fellow.

No matter how careful a driver may be, it must be remembered that the danger may rest with "the other fellow." A reckless driver may avert round a blind corner at the moment the most careful driver in the world is approaching from the opposite direction, and with all his care, he may not be able to avoid the other fellow's car crashing into his. That is the fundamental necessity for insuring, and every car-owner should fully realise that fact, and protect himself and his passengers accordingly.

### Morrison Hill Road.

Now that white lines have been marked on the road near the Monument, it would considerably improve matters if the standard in the middle of the roadway could be moved about ten feet. At the present time traffic coming from the east and travelling up the Morrison Gap Road cannot keep inside the white line. It is noticed that some cars go round the post, while others do not do so. If it were moved there would be no reason for vehicles to pass on its left, while quite an improvement would be effected.

### Road Building.

There are many rumours concerning the probability of motor roads in certain of the middle level districts, and while we have been unable to get these confirmed officially, the fact remains that alignment pegs are being laid down at one place. There is no doubt but what more motor roads are needed, and it should be neither very difficult nor expensive to convert some of the existing ricksha thoroughfares into suitable motor routes.

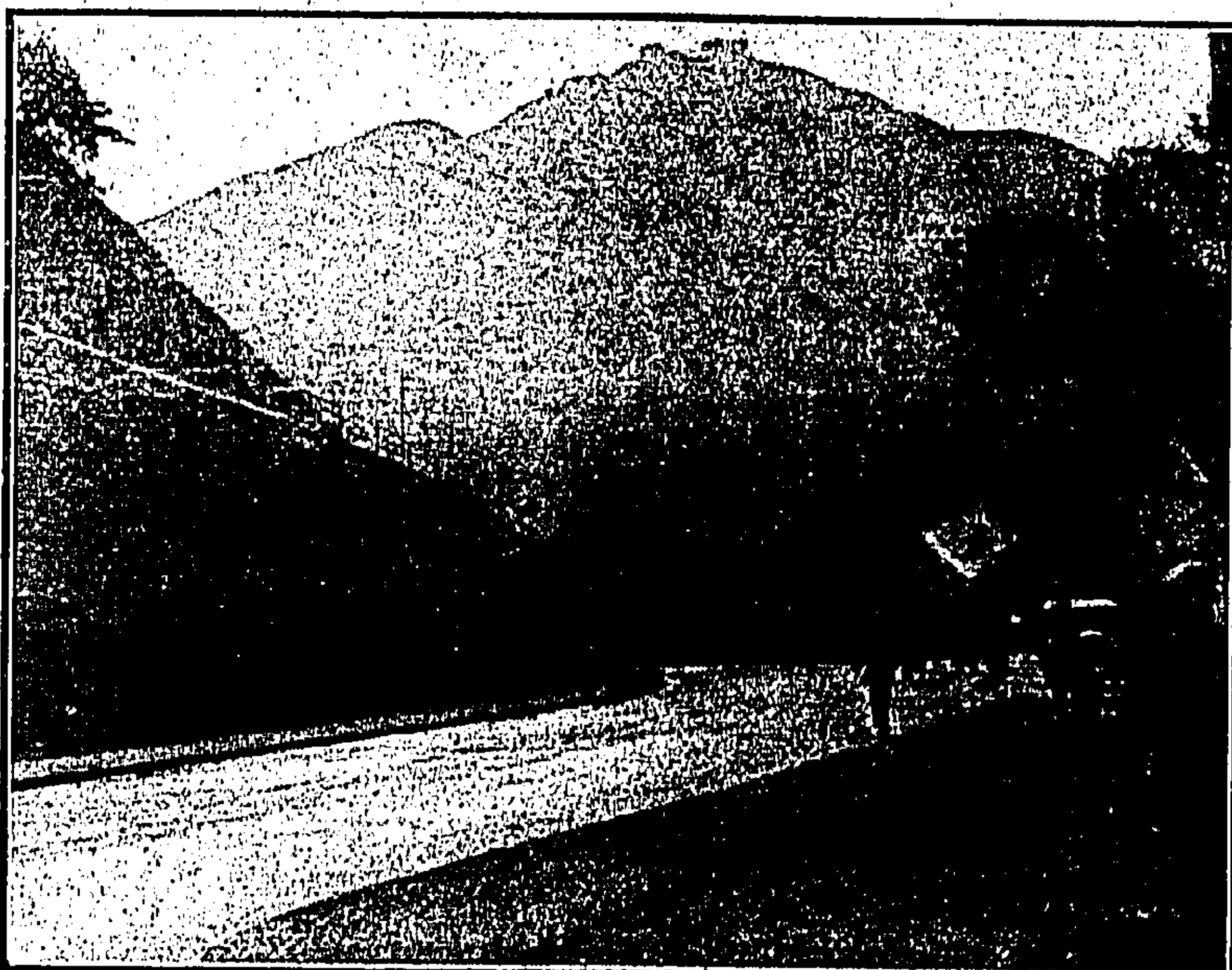
### Chinese Processions.

A Chinese procession complete with the accompanying din from cymbals and drums, turned out of a side street into Des Vaux Road the other morning, and proceeded along the Colony's main and busiest thoroughfare on the wrong side of the road, against the usual heavy stream of traffic. As a spectacle for American tourists, it was doubtless a great success, but as an example of violation of the rule of the road, it was particularly audacious. Possibly, the people who conducted the affair were unaware of the confusion they caused, but the astounding aspect of the whole thing was that several members of the Police Force joined the crowd of sightseers apparently oblivious of the fact that they might at least have directed the procession to its proper side of the road.

### Dangerous Din.

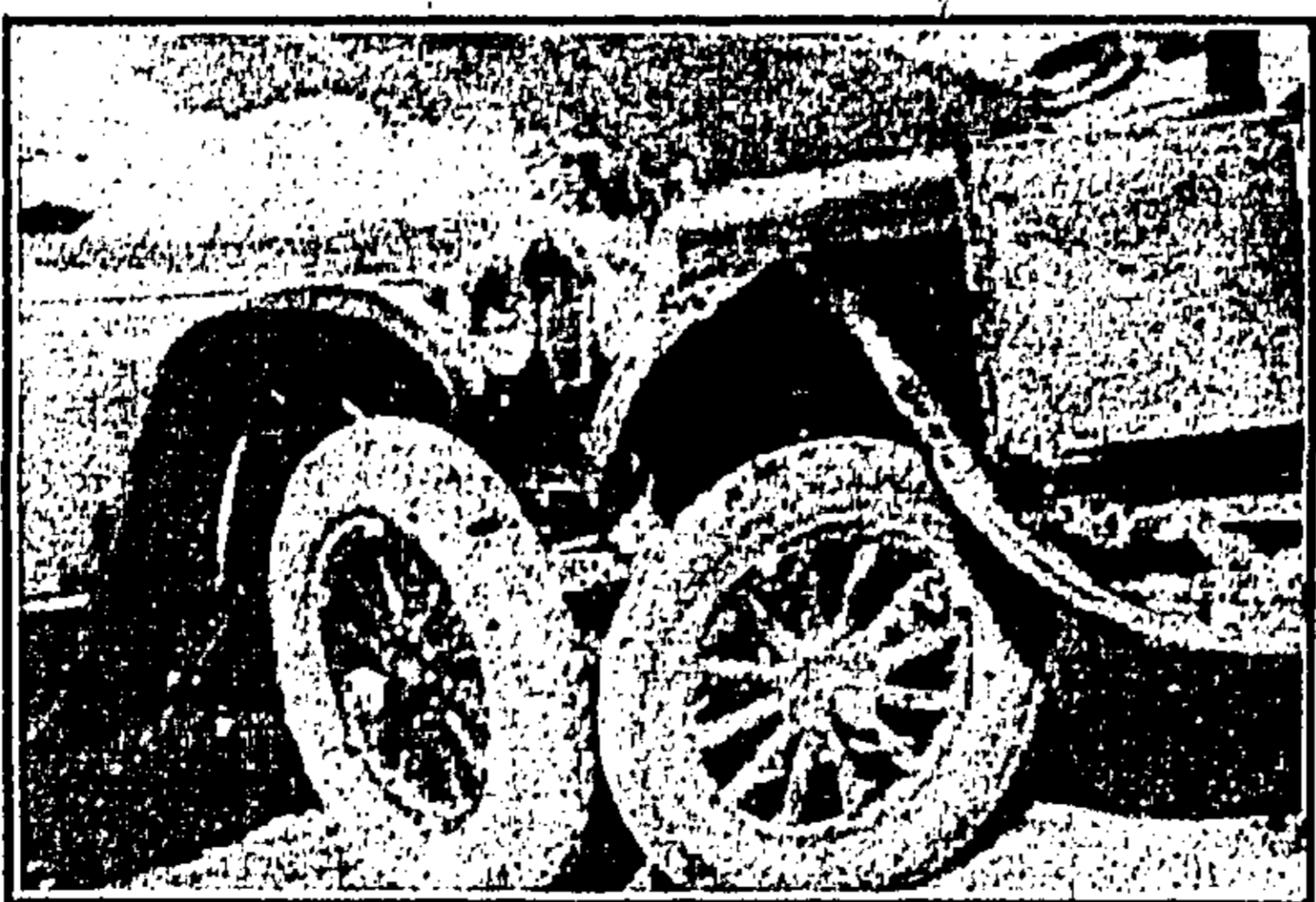
The deafening din created in the very centre of the city, completely drowned the frantic ringing of tram bells and motor car horns, and under the circumstances, it would not have been in the least bit surprising had an accident happened to one or more of the many Chinese who ran across the road in front

## THE IMPROVED TRAFFIC ROUTE AT MORRISON GAP.



The above picture shows the vast improvement which has been effected on the road which runs past the Royal Naval Hospital in the vicinity of Morrison Gap. From just below the Wesleyan Church to the turning into Stubbs Road, the old road has been considerably widened, the work now being practically completed. (Photo: Ming Yuen).

## LAST SUNDAY'S COLLISION.



The above pictures were taken shortly after the serious collision which occurred near Castle Peak on Sunday last. The top picture gives a general view, and the lower shows the head-on nature of the accident. Both cars (a Buick and Ford) were badly damaged, while the driver of the latter car was removed to hospital suffering from injuries. The passengers were severely shaken.

of traffic in order to get a good view. The fact that the Police on the scene did not take action may have been due to the reason that they were not members of the Traffic Staff, but we should say that in such cases, any member of the Force should exercise his right to maintain order and remedy confusion. As for the deafening racket created, it should be a punishable offence to cause any noise which seriously interferes with the normal flow of traffic, or in any way causes a serious and dangerous nuisance.

### UP IN THE AIR.

The construction of the proposed elevated express highway along the Hudson in New York, has had the final approval of the board of estimates. Its cost may run close to \$13,500,000.

### HAS MOST AIRPORTS.

California, with 105 airports, is believed to have about twice as many fields of all types as any other state in the country.

## CORRESPONDENCE.

### Level Crossing Dangers.

(To the motoring editor.)

Dear Sir,  
In view of the danger which, as is well known, always exists at places where railway lines cross motor roads, I should be glad if you could find room in your valuable columns for the publication of the following instance which occurred near to Shatin.

I recently took an evening drive, before dinner, along the Tai Po Road and stopped for a smoke a few yards before reaching the second railway crossing. After a short time, when darkness had fallen, a bell suddenly clanged loudly and the noise of an approaching train was heard in the distance. A Chinese employee came out of the hut nearby and lowered the gates across the road, meanwhile carrying a green lantern. The train thundered by and when it had gone the Chinese lifted the gates to clear the road, then carrying a red lantern. When the operator had lifted or lowered the gates he vanished in the shadows, taking the light with him and leaving no indication at all just before the train arrived and passed. Furthermore there were no lights on the gates.

Hence when the gates were being lowered a motorist approaching from Shatin would have seen the all clear signal and when the road was being cleared he would have seen the danger signal. Any motorist approaching a few seconds before the train passed would have had to rely entirely on his own lighting power or the noise and smoke of the train to know or guess that the gates were down.

It also seemed that there was far too little time allowed between the time of the warning of approach and the train's actual crossing of the road, this being especially important when it is remembered that there is a corner on each side of the crossing.

The practical suggestion is that substantial red lights be shown on the gates. A longer warning of the train's approach would also seem advisable as by the time the gates were dropped the train was practically on the spot.

Thanking you in anticipation,  
Yours etc.  
MOTORIST.  
Hongkong, January 16, 1929.

## A REMARKABLE ACHIEVEMENT.

Through Darkest Africa to Brooklands.

## CHRYSLER CAR'S OUTSTANDING FEAT.

[Special Report to the Hongkong Telegraph.]



TOP PICTURE.—Chrysler crossing the Limpopo River. CENTRE.—A team of donkeys assisting the river crossing. LOWER.—Getting the car out of a donga.

From the time Gerry Bower, and his companions left from under the shade of Table Mountain in their Chrysler "72" Sedan, to define the practicability of a motor road from Cape Town to Cairo, the public have followed their progress with unabated interest. As they sped over the saucer-rimmed horizon of the Karoo, hundreds of well-wishers gathered to cheer them on their way. At Johannesburg, 5,000 people gave them a rousing send-off on their departure for the North—in fact, all along the way intense interest was evinced in the Expedition, for the arduous and perilous nature of the undertaking is apparent.

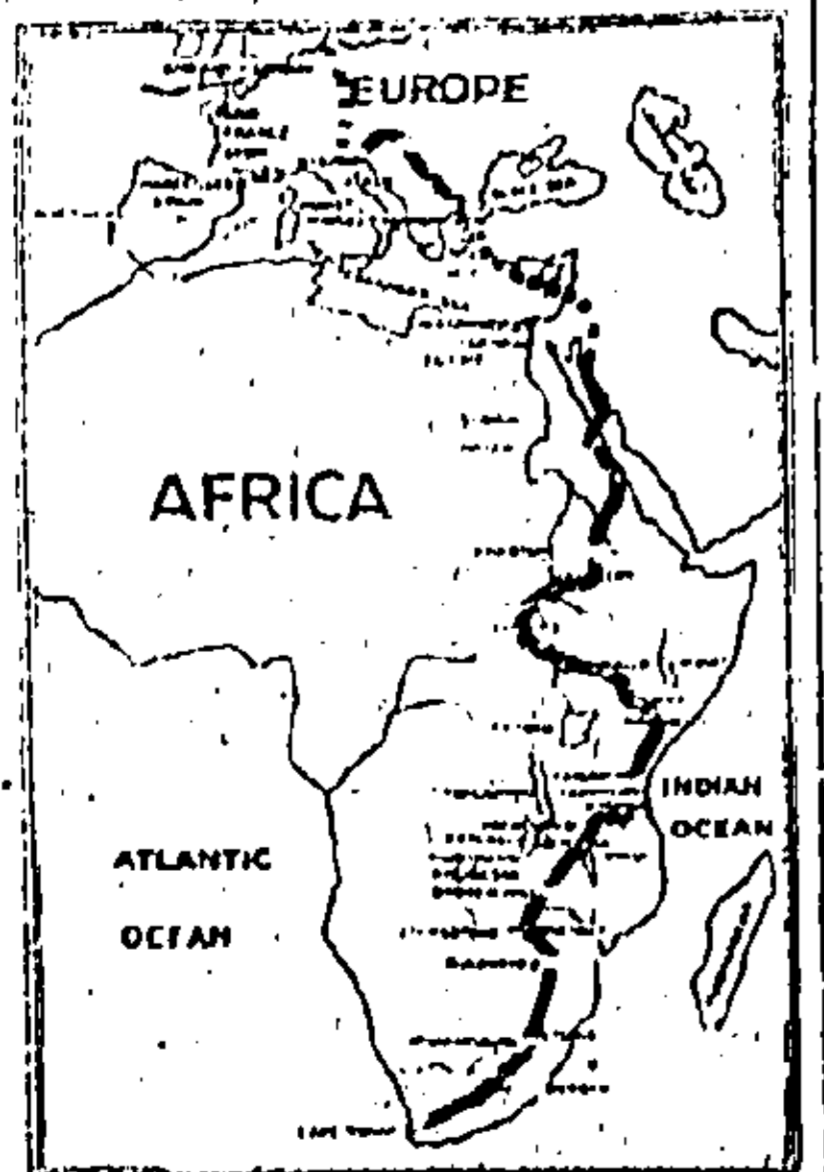
## Crossing the Limpopo.

It was at the Limpopo River that the first delay occurred. For three hours the party waited for the pontoon, and watched the river slowly rising until there seemed every possibility of it becoming an impassable torrent. Later, when the crossing was attempted, fourteen donkeys could not haul the car to the pontoon. As every minute was valuable, a flexible rubber pipe was attached to the exhaust, a special cap fitted over the petrol tank, canvas bags placed over the distributor coils, and rubber fittings over the plugs. By this means the car was enabled to travel in three feet of water to the pontoon under its own power. As the party resumed their journey in Rhodesian territory it rained heavily, and rather than risk the unknown road in the dark, a halt was called at the Police Post. Fortunately, the rain ceased before they reached the dreaded Mazungu Vlei the following day, and it was crossed comparatively easily. Gwanda was then made safely, and Bulawayo reached without further mishap.

## A rough journey to the Victoria Falls.

At Bulawayo it was found that the road to the Falls was impassable,

as certain sections were six feet under water. With the aid of sketch maps and a native guide, however, the Expedition was conducted over a maze of roads now being cleared to replace the present Falls Road. The new road is yet a series of tracks, rough, and deep in sand, covered with elephant grass growing to a height of ten feet. For mile after mile the



Chrysler ploughed with its heavy load through axle-deep sand in second gear. All day long grass seed clogged the radiator, and frequent stops were necessary to poke it out. As they pressed forward a herd of elephant was encountered, which uprooted huge trees and threw a barrier of them across the road, and they had to move them before they could proceed. Shortly afterwards, a troop of baboons rushed down on them, but scattered in all directions at their approach.

A pleasing feature of the journey to the Falls was the number of

native who were continually willing to assist when the car was in difficulties. It was only necessary to approach the Headmen of any District for instant assistance to be forthcoming in the shape of 80 or 100 boys, who would at once act under the orders of the motorists.

## Driven Back by Floods.

When the tourists were driven back from the regular Malagali route by 70 miles of flood on the Bahara Flats, they found the only steamer capable of carrying the Chrysler up Lake Tanganyika, out of commission for the first time in nine months. This resulted in a delay at Abercorn. There, on the very borders of Tanganyika, they could obtain no information of the conditions North—due to lack of lines of communication. With the Nile line down, Abercorn was virtually cut off from civilisation and they lived in a strange state of isolation. The enforced halt, however, was not valueless, for much valuable information was collected. It is said that the difficulties of road-making in that part of the continent have been over-estimated, and that the financial outlay required is small compared with that which has been stated to be necessary.

After the voyage up Lake Tanganyika, the Expedition took the road from Kigoma and, although swamps skirted the track, they reached Dodoma without mishap. Wishing to push on to Arusha with all possible speed, they left on the 270 mile journey as darkness was falling. Over rough mountain trails, boulder strewn and rain-croded, with tortuous bends and gradients dropping to the dreaded black cotton soil of the plains below, the Chrysler, guided by its blazing headlights, made good time. The midnight saw them digging feverishly. For two hours the intrepid motorists battled to get the

heavy car out of a bog, until finally with blistered hands and tired bodies they again pressed forward. Happily, this was the only untoward incident during that exciting night dash. With the dawn the strain became less and the day passed pleasantly enough—marred only by the advent of a swarm of multicoloured butterflies that choked the radiator.

A high average speed was maintained from Dodoma to Nairobi. Taking advantage of the racing track surface of the Urundu roads, the Expedition averaged 40 miles an hour from Tororo to Soroti and a few hours later passed through Kitgum in the Southern Sudan en route for Rejaf and the end of the road.

## Through The Land of the Nile.

At Rejaf swamps and sudd blocked the road and compelled the travellers to take the Nile steamer to Khartoum. From that town they traversed rockbound and roadless desert to Abu Hamed, after which the road was good and permitted of high speeds. Onwards they sped along Egypt's rat-infested canal banks to Halfa, whence they had of necessity to voyage to Shellal. The road to Luxor lay through wild and barren mountains, passing within a stone's throw of the world-famed Tombs of the Kings. Here the Monarchs of Thebes were buried thousands of years ago, surrounded by the splendour of carved and painted walls, gilded furniture and bedecked in jewels and precious stones. A few miles distant they passed the titanic 7,000 year old ruins of the Temples of Karnak, originally reached through an avenue of Sphinxes, of which many still stand.

## A Narrow Escape from Disaster.

Thrills dogged the Expedition's footsteps to the last minute. One of the most memorable occurred near Sohag when, while travelling at high speed along the canal bank, the Chrysler struck a soft patch of rubble and plunged thirty feet down an embankment before it held miraculously when catastrophe seemed inevitable. A halt was called at Sohag for the night, and the next morning the Expedition set out on the remaining 350 miles to Cairo, where they arrived late that night.

Resuming their journey to Alexandria, they embarked for Naples, and after a pleasurable run through Europe disembarked at Dover where they were met by a strong convoy of Chrysler owners who, amid enthusiasm, escorted them to London.

## Six Hours at Over a Mile a Minute.

What could have been more appropriate to the satisfactory conclusion of such an adventure than Mr. Bower's offer to lap Brooklands track for over six hours at a minimum speed of six miles an hour? Under official observation this gruelling test was carried out. For hour after hour was heard the muffled roar of the Chrysler engine as the car swept round the steeply banked track.

Behind the wind-screen sat an imperturbable figure watching the concrete surface as the speedometer needle recorded well over a mile a minute. In a replenishment pit men stood waiting for a warning that the car would pull in on the next lap. Finally a staccato hoot warned them, and as the Chrysler came to a sliding stop white-coated mechanics leapt into action. Thirty seconds—a minute, and the car was again shooting round the track. And so it went on. Motorist-critics were dumbfounded at this marvellous performance. Six hours at more than 62 miles per hour—the final lap at over 70 miles per hour, and a flying halt after 10,000 miles and still laden with the impedimenta of the Expedition!

## Mechanical Perfection.

In this 10,000 miles test years of service were crowded into sixteen weeks—weeks of brutal operation. Imagine a crankshaft turning millions upon millions of times; valves pounding, pounding, bounding; pistons flashing at the most wearing of speeds; bearings, clutch, gearbox and back axle carrying enormous burdens day after day, week after week. It is under exacting conditions such as these that only plays a prominent or inglorious part, and the greatest tribute must be paid to Mobilil when it is realised that the journey was completed without the necessity for removing even a sparking plug. It is from such outstanding achievements as this that the public is able to gauge the superiority of the products employed, and the choice of two of the most important factors of success rested with the lubricating oil and also the tyres. Those responsible for the tour left nothing to chance. Both Mobilil and Dunlop Tyres were insisted on and the overwhelming success of no hazardous venture was in no small measure due to the excellence of these products.

Of the car itself, it is fitting to say that the Chrysler established itself as one of the most sturdy and reliable motor vehicles of to-day.

## KWANGSI'S ROAD DEVELOPMENT SCHEMES.

2,000 Miles of Modern Highways in Existence.

## GOVERNMENT FAVOURS PROGRESSIVE POLICIES.

That the Kwangsi Government is fully alive to the importance of good road communication within the Province, is evidenced by the fact that during the last year or two, no less than 2,000 miles of modern highways have been laid down. This improvement of communications is proving of immeasurable benefit in transporting foodstuffs and merchandise, and in the development of mineral resources, and in consequence, some hundreds of motor cars have found their way into the interior parts of Kwangsi.

It was reported some time ago that a representative of the Kwangsi Government visited Hongkong with instructions to purchase some 200 motor vehicles, but it is also learned on good authority that the deal has not yet been completed. It is known, however, that the Government is anxious to develop automobile transportation within its boundaries. Quite a number of motor vehicles have been bought in Hongkong through the official representatives of Kwangsi, and sent to various parts of the Province, but in most cases, these vehicles are known to be cars purchased by Nanning and Wuchow officials who desire to have them for their own use, and this should not be confused with the Government's purchasing scheme.

## Buying in Hongkong.

The likelihood is that the Government will not only buy 200 cars, but will shortly negotiate with foreign firms for the supply of some 150 passenger vehicles and several tractors. All these details will have been dealt with at the Reconstruction Conference which opened at Nanning on January 1st. The conference was called to decide on all the construction works to be accomplished during 1929, and the resolutions were to include the Government's decision to extend motor communication activities. It is believed that shortly after the conclusion of the conference, engineering representatives would be sent to Hongkong again to conclude various motor vehicle deals.

## Need of Good Road.

It is known that the greater part of Kwangsi has great mineral and foodstuff wealth, but because of the poor means of transportation it is often inaccessible from its most logical market, resulting frequently in a direct loss financially to both the producer and consumers. It is on this account that the roads were built. All the roads are well drained and well-drageed, and well-maintained in such a condition that it should be comfortable for traffic at all seasons of the year. The roads are being constructed along the line of ordinary earth roads or gravel roads. The roads projected will be macadam or asphalt. There is at present no under-ground drainage but side ditches. Wooden truss and steel truss bridges are in use. Culverts are wooden box or stone box, or concrete pipe.

## Bus Companies Formed.

Recently over a score of bus companies have been formed in various cities of the Province with cars on run on the new roads. Travelling on a motor car one can reach Chuanchow, near the Kwangsi, by way of Liuchow, the industrial centre, and Kweilin, the ancient capital of Kwangsi. With the exception, perchance, that one have to cross some of the streams and creeks by ferry boats which are capable of taking more than one car over, it may be said that there is now a motor-road between Nanning and Chuanchow.

## The New Roads.

The following are some of the roads completed: (1) from Nanning to Pingyung, 80 miles of dirt road, (2) from Shian to Lueh, 127 miles of dirt road, (3) from Pinglo to Hohsien, 73 miles

of dirt road, (4) from Pokpak to Wallam, 30 miles of macadam road, (5) from Wallam to Paklow, 65 miles of macadam road, (6) from Nanning to Moming, 40 miles of dirt road, (7) from Laipo to Chuanchow, 184 miles of dirt road, (8) from Pinglo to Chuanchow, 184 miles of dirt road, (9) from Pinglo to Kweilin, 60 miles of dirt road, (10) from Pinglo to Lueh, 150 miles of dirt road, (11) from Pingyung to Tatong, 90 miles of dirt road, (12) from Lueh to Hungshun, 82 miles of dirt road, (13) from Kweilin to Wallam, 67 miles of macadam road, (14) from Wallam to Lueh, 77 miles of macadam road, (15) from Lueh to Mingkiang, 60 miles of dirt road. Some of the above roads were completed in 1927,

while the majority were finished before October 1928.

There are three long roads under construction. The first is from Mingkiang to Suifu, 60 miles of dirt road, expected to be completed in about July, 1929; the second from Wuchow to Hohsien, 96 miles of dirt road, expected to be completed in July, 1929 and the third from Hohsien to Kweilin, 90 miles of dirt road, expected to be completed in about July, 1929.

Schemes have also been laid down to build roads connecting Posh, in Kwangsi, with Yunnan and also from Posh to Kweilin. Engineers have also been sent out to survey the possibility of building a road connecting Chungan, in Kwangsi, with Hunan.

## The Performance of Hupmobile's 1929

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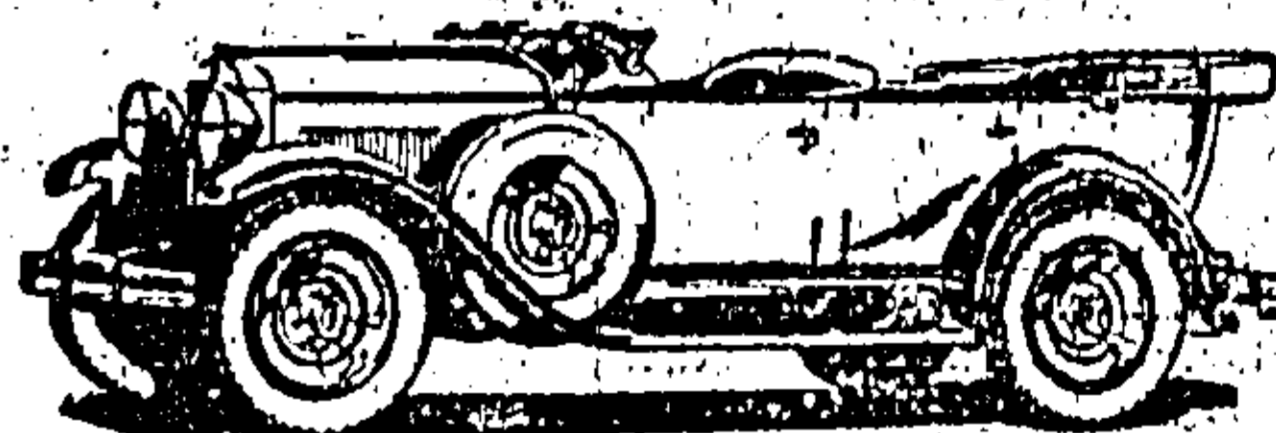
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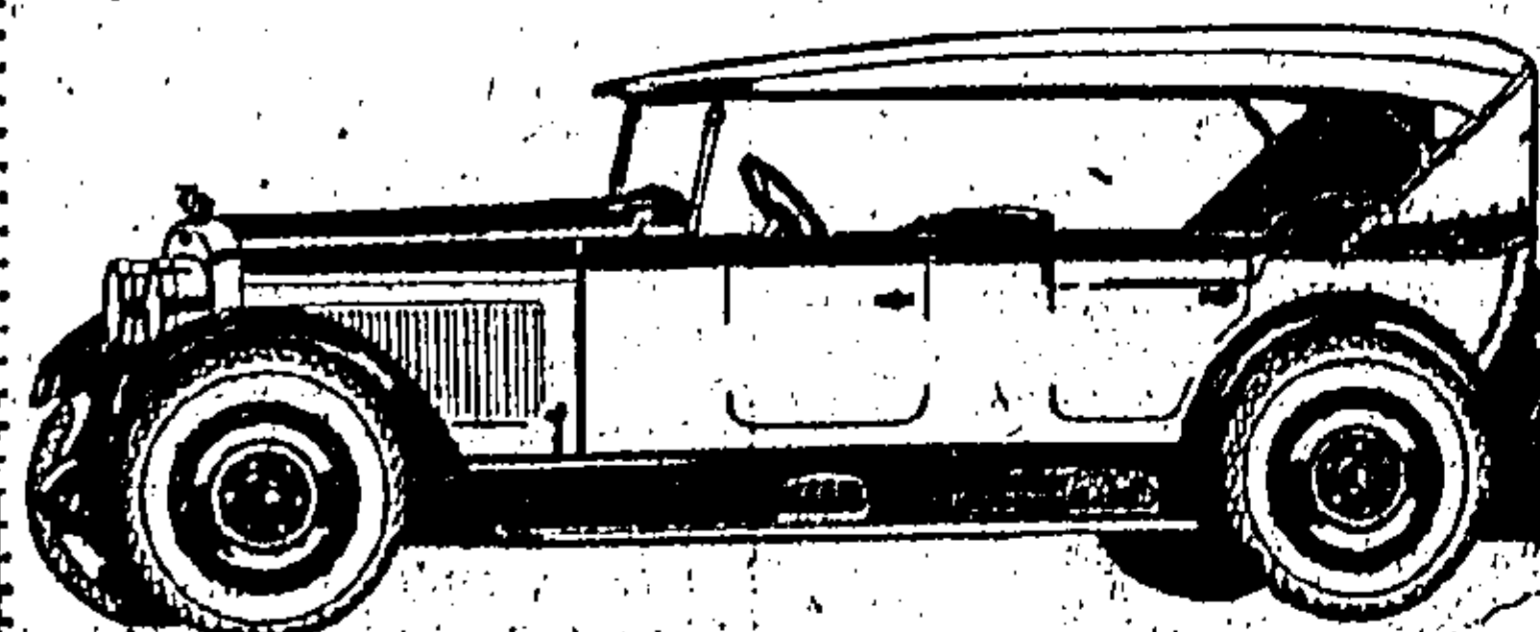
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**Pictorial Supplement**

January 19th, 1929.

## TO OUR READERS

We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



In the Senior Shield competition on Saturday, the Club de Recreio defeated the H.K. Football Club by 3 goals to 1. Picture shows Recreio attacking. (Photo: Mee Cheung).



The Hon. Mr. J. P. Braga and the Hon. Dr. S. W. Tso, the newly-appointed members of the Legislative Council. Both are residents of Kowloon.



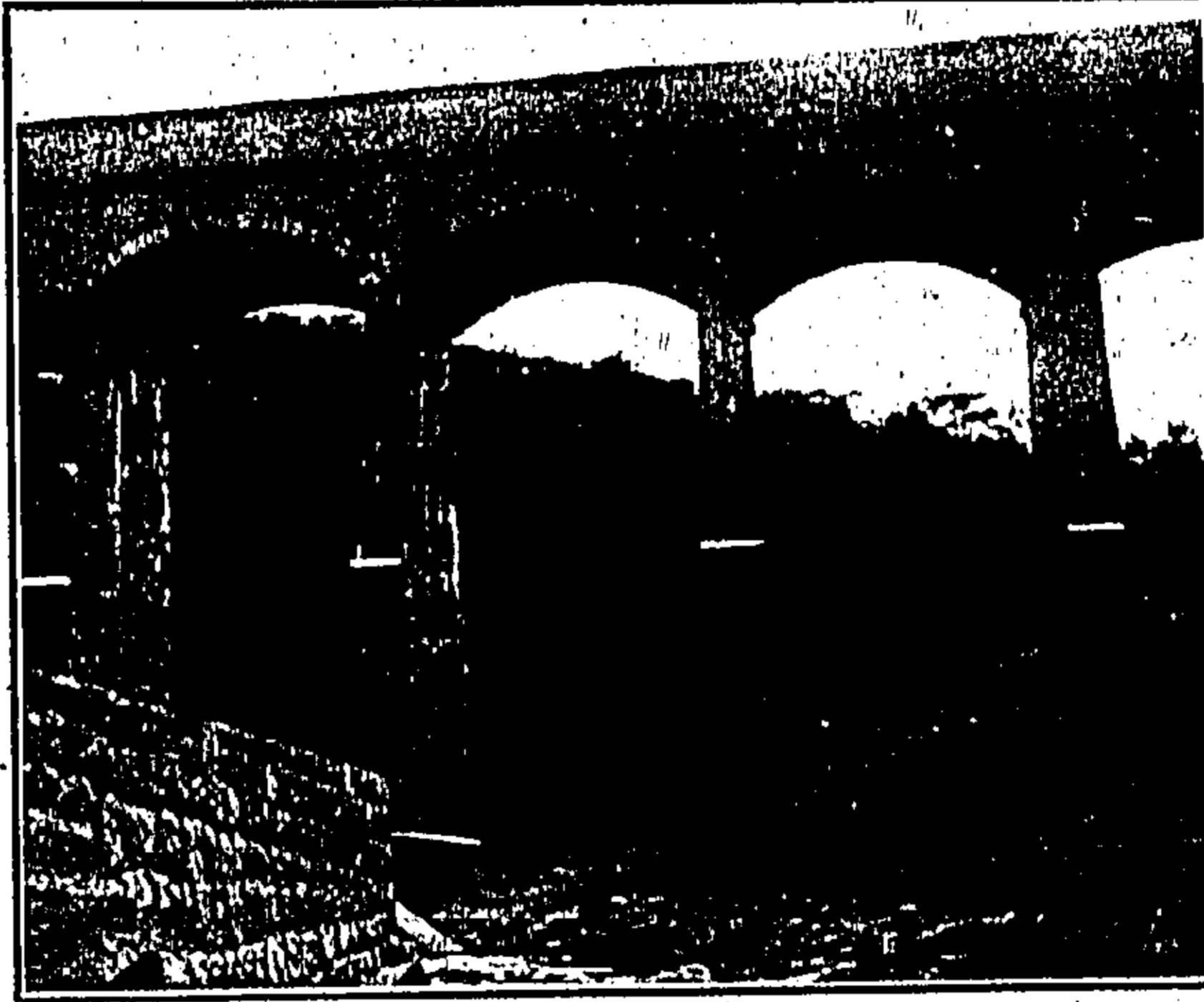
Recreio goal in danger during last Saturday's Shield match, in which Recreio defeated the Hongkong Football Club. (Photo: Mee Cheung).



General Yang Yu-tung, who has been executed in Mukden, by orders of Marshal Chang Hsueh-liang.



The present low state of the water in Tytam Tuk Reservoir is graphically illustrated in the above photograph. (Photo: Ming Yuen).



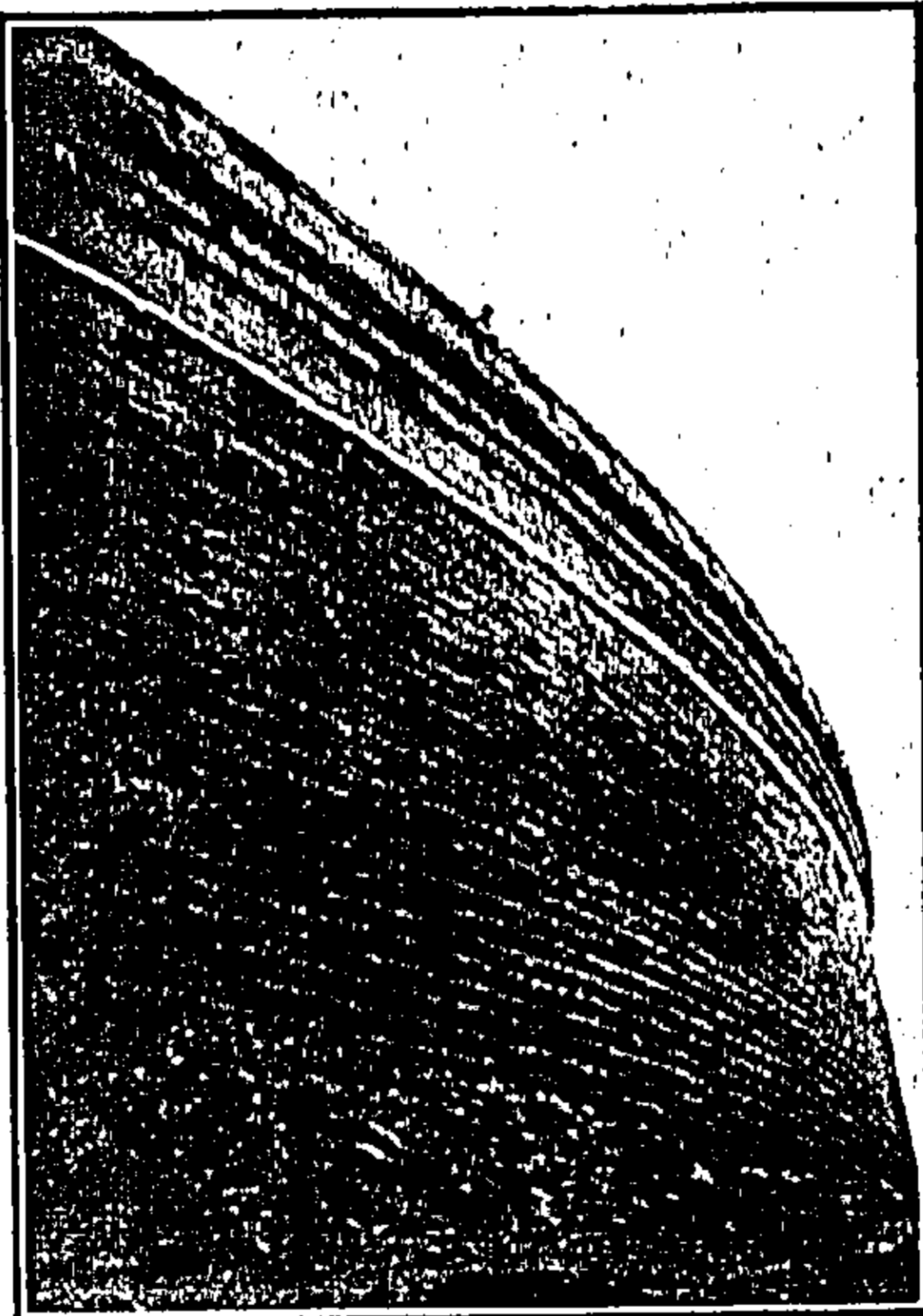
The white marks on the pier of the bridge show the height of the water in Tytam Tuk when the reservoir is full. The gravity of Hongkong's water shortage can be judged by the above picture. (Photo: Ming Yuen).



General Chang Yin-kuei, who was recently executed in Mukden by orders of Marshal Chang Hsueh-liang.



Flames shooting up through the wrecked roadway in Shaftesbury Avenue, London, following the recent disastrous explosion of gas mains.



An impressive picture of the dam of Tytam Tuk, taken from inside the nearly empty reservoir. (Photo: Ming Yuen).



The roadway in Holborn torn up by the force of the recent gas main explosions. A taxi-cab was blown over.



The above photograph was taken at the Bachelors' Fancy Dress Ball, held in the Amoy Club, Kulangsu, on New Year's Eve.



Sir Cumference, Lady and baby De Tong, Society leaders of Kowloon.

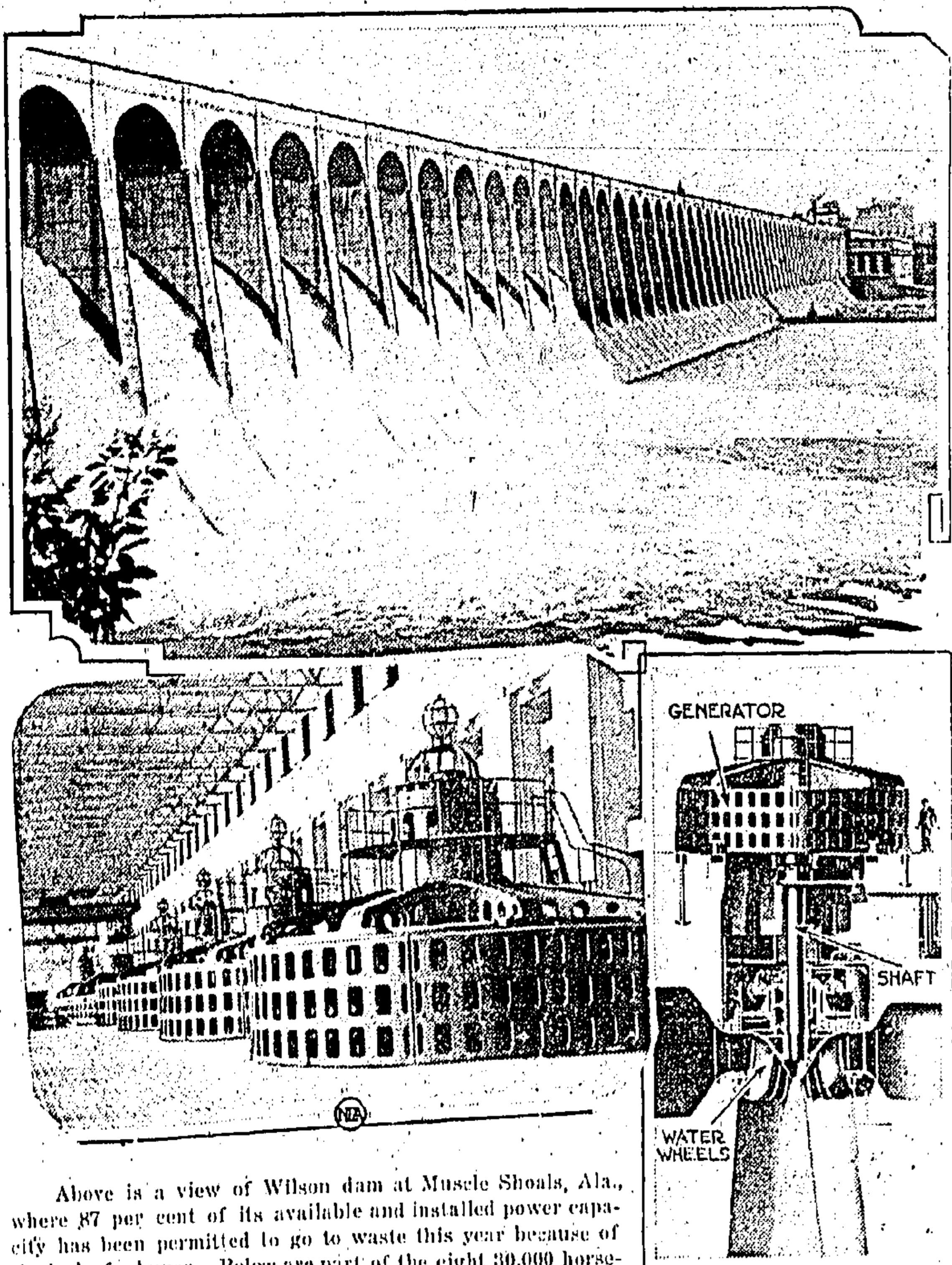


Group photograph taken before last Saturday's cricket match, between the Indian R.C. and the Civil Service C.C. The game resulted in a draw.

## STORY OF MUSCLE SHOALS SCHEME.

HOW U.S. GOVERNMENT IS LOSING \$3,000,000 A YEAR

(By Robert Talley.)



Above is a view of Wilson dam at Muscle Shoals, Ala., where 87 per cent of its available and installed power capacity has been permitted to go to waste this year because of the lack of a buyer. Below are part of the eight 30,000 horsepower generators, 57 feet below the water line, only three of which are being used and these only part time. In the diagram at the right, the figure of the man gives an idea of the size of one of the big turbine generators, the moving parts of which weigh 320 tons and whirl at a speed of 100 revolutions per minute.

Muscle Shoals, Ala., Nov. 22.—Through the roaring sluice gates of the government's gigantic Wilson dam here, built with the Liberty Bond money of the American people, a fortune is flowing to waste to-day.

Fifty million dollars were spent, thousands of men toiled like beavers and years were consumed in building this great hydroelectric plant on the Tennessee river. Completed three years ago, it is one of the largest, finest and most costly in the world.

A solid wall of concrete as high as a 10-story office building and nearly a mile long, it holds back an artificial lake 17 miles in length. Buried deep in its recesses are eight 30,000-horsepower turbine generators which could supply an area for many miles around with current for homes, farms, factories, street cars and lights.

And yet today 87 per cent of the power that Wilson dam is equipped to produce is going to waste in the form of water that flows unharmed past the dam.

A bare 13 per cent of the available production is being bought by the Alabama Power Company, the sole purchaser, which holds a contract with the government. With this exception, the Tennessee river—despite the fifty millions that have been spent and the thousands of men who have toiled—flows as untrammelled to the sea today as it did when the Cherokee Indians pitched their wigwags on its banks and gazed upon its turbulent waters.

## Turbines Are Idle.

A battery of eight mighty turbine generators, each unit of which cost the government nearly \$750,000, stands practically idle. Only three of these units are being used and these only part time; on some days they are not used at all.

The Alabama Power Company, owning the only transmission lines out of Muscle Shoals, purchases only as much power as it needs to bolster up its own lines. Some days it takes more, some days less, some days none at all.

Daily figures for November show that present purchases are averaging only about five per cent of the plant's capacity, 95 per cent going to waste.

Total figures for the first 10 months of 1928 show an average

of 13 per cent used and 87 per cent wasted. Under its contract, the Alabama Power Company pays the government .002115 cents (or about two mills) for the power it takes, and at this rate, since Jan. 1, it has paid the government the sum of \$410,915.38—while the government has lost a potential income of \$2,761,000.

It is difficult for the layman to visualize the enormous size of Wilson dam, where the government's \$50,000,000 investment is now producing gross revenue of less than a half million dollars a year.

## A Battery of Switches.

In the power house at the south end of the dam, a visitor passes through the control rooms. There are massive motor-driven switches and circuit-breakers capable of handling 154,000 volts. The great switchboards are a mass of trembling dials and indicators and blinking red and green signal lights.

Descending in an elevator that travels 13 stories from the offices above the dam, one reaches the big generators 57 feet below the upper-side water line. Eight in line and each nearly as big as a bungalow, they occupy a room that would be big enough for four football fields. And behind a concrete partition is room for 19 more, yet to be installed.

Four of these great units are each of 30,000 horsepower, with rotating parts weighing 345 tons that whirl at a speed of 100 revolutions per minute. Extending upward from the spinning water wheels to the generator is a solid steel driveshaft, 20 feet long and as big around as a barrel. Every second three thousand cubic feet of water rushes through the water wheels.

The other four turbine generators are of 35,000 horsepower each and have whirling parts that weigh 320 tons.

Although only three of the units are being used part time at present, government engineers say there is sufficient water to operate all eight units at full capacity 80 per cent of the time.

Meanwhile, Congress is unable to decide what shall be done with Muscle Shoals except for the temporary contract, renewable every 30 days, by which the Alabama Power Company buys as much

as it chooses to feed into its own transmission lines.

## City Can't Buy Power.

Meanwhile, the enterprising little city of Muscle Shoals, Ala., is trying to buy power at the same rate paid by the Alabama Power Company—about one-tenth of a cent per kilowatt-hour—but has been refused on the claim that the government could not economically sell on a small scale.

Meanwhile, under the 30-day contract arrangement, nobody is willing to invest in expensive transmission lines to Muscle Shoals; also, the franchisees in nearby cities are already held by the Alabama Power Company or companies affiliated with it.

Meanwhile, the cities of Florence, Tusculum and Sheffield—which girdle Muscle Shoals—are using power obtained from the Alabama Power Company. For this, the average householder pays as high as 10 cents per kilowatt hour.

Meanwhile, the government's great \$75,000,000 nitrate plants at Muscle Shoals, which Wilson dam was built to operate, stand silent and deserted except for caretakers and watchmen.

The problem, "Who is a bona fide Scotsman?" is still unsolved by the Scots Guards. Some time ago the War Office decreed that only bona fide Scotsmen should be accepted in the regiment, and recently, Lieut.-Colonel Francis Alston, speaking at the annual dinner of the Dundee Branch of the Scots Guards Association, admitted that the regimental authorities were still in doubt about it.

Lieut.-Colonel Alston will be interested to hear the suggested test of a Scotsman who went to America, which positively reels with alleged Scotsmen. Give them all one left each, he said, and then parade them before you. Those who wear them like petticoats are not Scotsmen.

But even then, there are bound to be exceptions. Feodor Challa-pine, for instance, was seeking a kill when in Edinburgh. The noble build of this great Russian would not fail to find the kill "at home" on his fine figure. What would be done if he presented himself at the recruiting office of the Scots Guards, and said his name was Charlie Appin?

## KING OF ALBANIA.

CAREER OF NEWEST MONARCH.

[By H. Charles Wood.]

The latest change in the Constitution and the replacement of a Republic by a Kingdom in Albania have come as no astonishment to a student who has known that country and her people for more than twenty years and particularly to a recent traveller from end to end of one of Europe's smallest States.

The people of Albania, backward in education and outlook upon life, and probably numbering about 1,000,000 all told, are fundamentally Royalist. About a year after the declaration of the original independence at the end of 1912, I happened to be in the interior of the country at the very moment when Prince William of Wied was selected as its ruler.



The news was received with widespread joy and acclamation not because the inhabitants knew anything about this particular Prince, or Mpret, as they called him, but rather because they considered the appointment of a Prince or King to be part of the consummation of their independence—an independence hardly complete without the appearance of a recognised head of the State. After his arrival Prince William was not popular, and his short regime, which lasted only from March until September, 1914, was not a success.

## Demand For a King.

But nevertheless, when I was in Albania a little over a year ago, I found people who still looked upon him as their ruler; and many more who believed that the stability of the State would not

be complete until some kind of Prince or King had appeared upon the scene.

Ahmed Bey Zogu, who has been proclaimed King, is by far the strongest and most important personality who has arisen in the country since the war. He made his first real political appearance at the time of the Lushnja Conference in 1920, when he and his tribesmen protected that patriotic gathering from interference by Italian troops, who were still in occupation of large parts of Albania. Directly afterwards he became Minister of the Interior, and between that time and the summer of 1924 Zogu, whose prestige was increasing every day, held various appointments, including that of Prime Minister. Indeed, in his several capacities he remained, in fact, the Government of the country—the strong man by through whom things were done.

In June, 1924, there came the revolution, responsible for the appointment of Bishop Noli as Prime Minister, and the new King, who had been wounded in the corridor of the Chamber a few months earlier, took refuge in Belgrade. Six months later he returned to Tirana, the village capital of Albania, under the auspices of Yugoslavia, and at the end of January, 1925, he secured the abolition of the Regency system and his own election to the Presidency of the Republic, which had just been established by a Constituent Assembly. That election, justified as it may have been by circumstances, was a complete farce from the Western standpoint. During it Ahmed Bey Zogu sat next to the Speaker of the Chamber in plain clothes, and all the members of the Assembly voted in his favour with the exception of one, who is said to have lost his employment immediately and his Parliamentary seat at the next election.

## Zogu the Man.

The new King, who honoured me with an audience as the Special Correspondent of the *Daily Telegraph* last year, is a tall, well-set-up and distinguished-looking man. About 36 years of age, he has brown hair, a tiny, closed-cropped moustache, noticeably sloping eyebrows, blue eyes, and exceptionally white, long-fingered hands. In appearance and manner he is thoroughly Albanian, and he wears either a white and gold full-dress uniform of a general or the more modest khaki gold-braided tunic designed for persons of that rank. He displays all the charm common to his co-nationals of high rank.

Zogu is a bachelor, but for some time he was—and perhaps still is—engaged to the daughter of an Albanian magnate of importance. In view of the present position it remains to be seen whether a

marriage of this kind will take place or whether the new King will seek the hand of a Royal princess—a personal and political eventuality which has already been under discussion for some time.

The man who has assumed royal rank was educated in Constantinople. He cannot speak French or English, but he knows Albanian, Turkish and German, the last of which he learned while interned in Austria during part of the war. Moreover, even if the new King cannot boast of any deep knowledge in the modern sense of the word, he is distinctly shrewd from the Oriental standpoint, and he speaks with a conviction and determination which show that he possesses at least a superficial grasp of the home and foreign situations. In short, even if many of Ahmed Bey Zogu's actions and much of his past policy are open to criticism, he creates the personal impression that he is endeavouring to do the right thing, and that in spite of mistakes he is far more patriotic than many of the people who are to be his subjects.

The rulership and presidency of Ahmed Bey Zogu, continuous since the beginning of 1925, are principally remarkable for the absolutism of his home Government and for the rapid development of close relations between Albania and Italy—relations leading to a consequent strain between the former country and Yugoslavia.

## Complete Autocracy.

Internally the present regime has been a complete autocracy. The Constitution, framed in 1925, is supposedly modelled in some ways along the lines of that of the United States. There is a Senate and a Chamber, there are elections, and the Ministers, appointed by the President-King, have to secure the confidence of Parliament. But if something contrary to the Constitution is required by headquarters, a law is forced through both Houses, and if the Cabinet assembled under Ahmed Bey Zogu, who has been Prime Minister as well as President, his is the only voice that counts. Such a policy has had its influence upon Zogu's popularity, but he none the less enjoys a reputation from the facts that he has maintained relative law and order, and that he is largely responsible for the upkeep and extension of the comparatively good roads which now exist in his country.

From the external standpoint it is probable that Zogu was not definitely committed to a pro-Italian policy before his departure from Belgrade at the end of 1924. Nevertheless, the agreements for the establishment of the Albanian National Bank, which is practically an Italian loan, both made in the following year, gave an early impression of the attitude of the then President, and caused great resentment in Yugoslavia, where he is felt to have been most ungrateful for the earlier hospitality and support extended to him. He may or may not have understood the full meaning of these arrangements, but when he signed the famous Pact of Tirana in 1926 he must have realised that he was playing into the hands of a country by then using every endeavour to regain the position which she had lost in Albania in 1920.

Again, whereas the everyday nature of the arrangement was widely proclaimed, the signature of a Defensive Alliance between Italy and Albania last November can only mean that the latter country was prepared to place herself in the hands of a Power determined to see that her position remains paramount on the eastern side of the Adriatic.

## Domestic Jealousy.

The present change in the Albanian Constitution, indicating that the ruler feels himself assured, is unlikely to make any apparent difference in the internal situation. It may add to the prestige and power of the ruler, but it will increase a hostility always dependent upon the fact that no Albanian, and certainly no Albanian chief, is willing to admit the superiority—particularly the permanent, and perhaps the hereditary, superiority—of any other member of his own race.

From the point of view of external affairs the appearance of a King will probably be of wider significance. It is doubtless true that the decision on the subject was taken without the formal approval of Italy, and the Albanians certainly have the right to choose their own kind of Government, without considering the wishes of their neighbours. But kings are supposed to be more lasting and more difficult of removal than presidents, and the person of the new sovereign is particularly disliked and distrusted at Belgrade.

It is to be feared, therefore, that this latest development will hardly tend to modify the gravity of the Serbo-Italian Adriatic problem—a problem the true meaning and importance of which are sometimes ignored by those who forget that the Balkans were certainly the occasion if not the actual cause of the World War.



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## LAZARUS

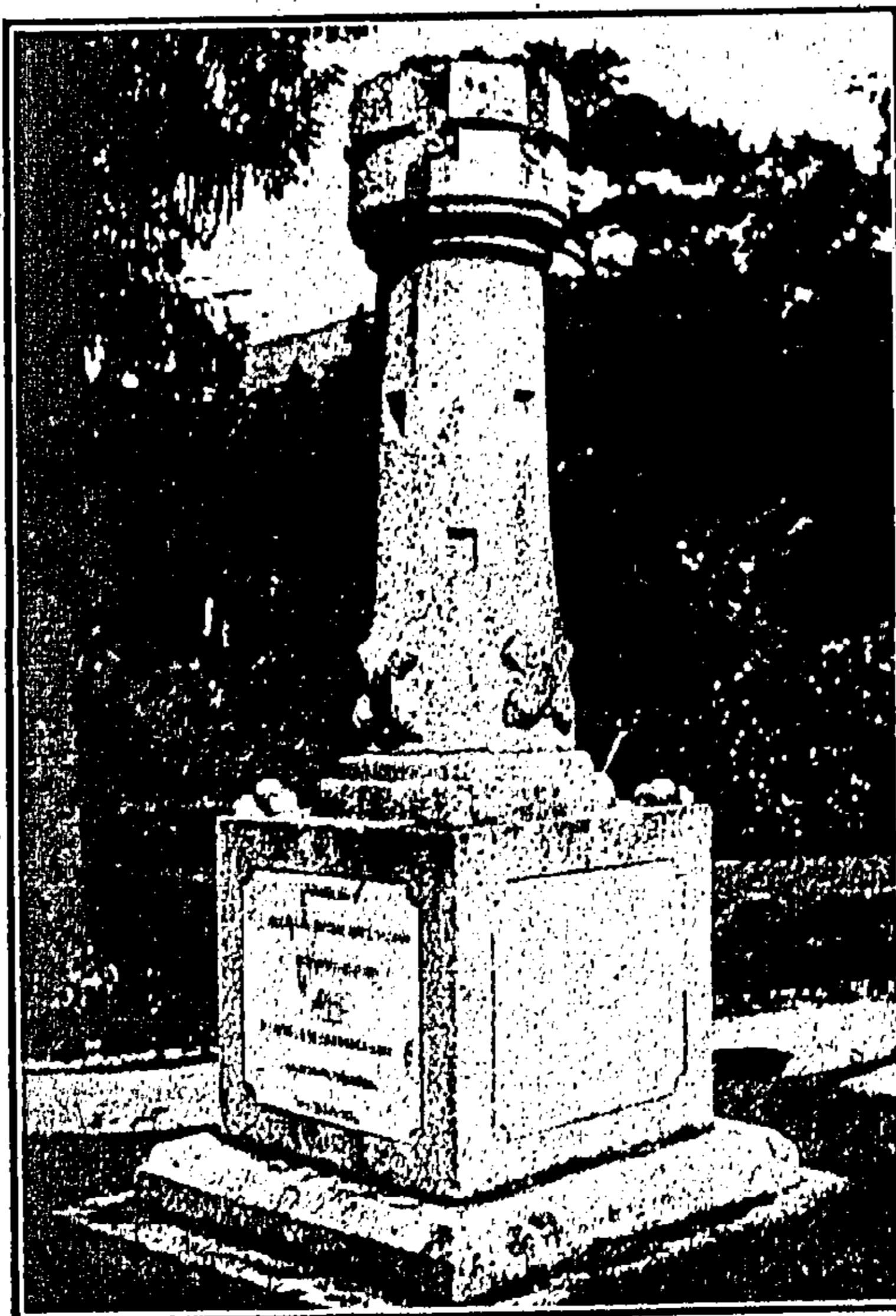
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Unfortunately much of the inscription is now almost unreadable.

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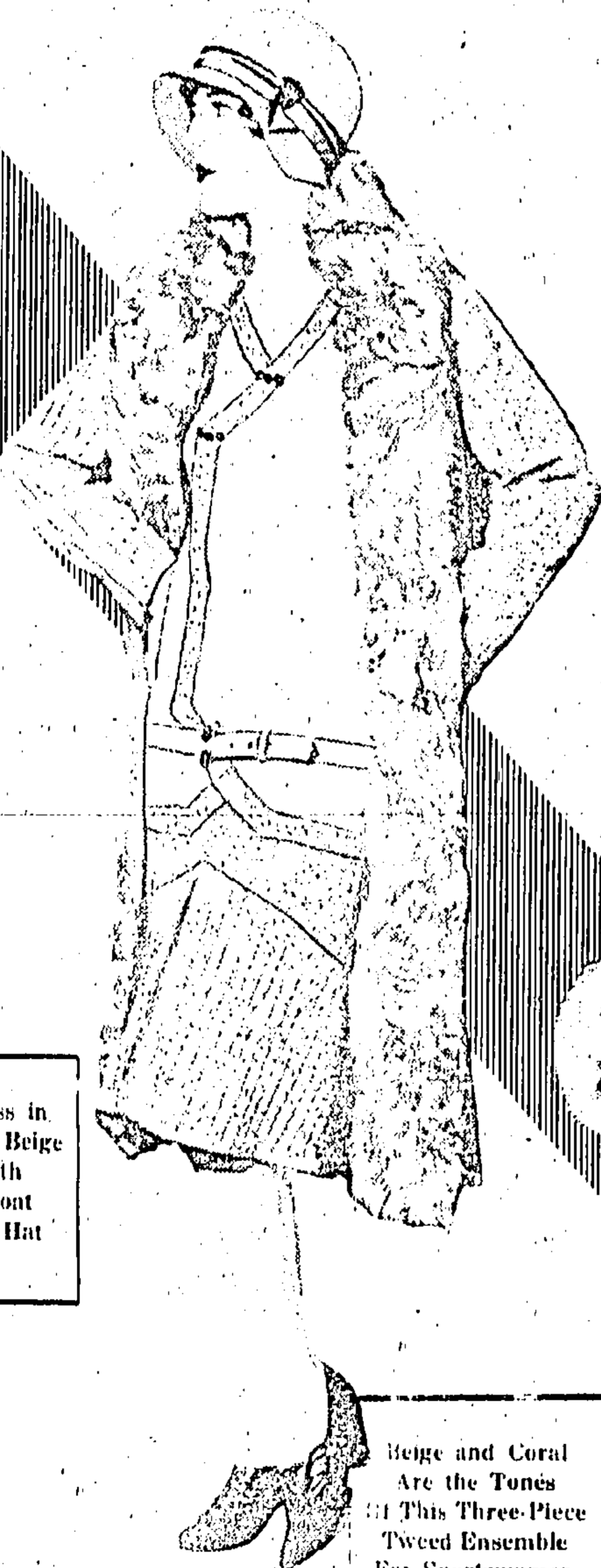
LANE, CRAWFORD, LTD.  
SPORTS SPECIALISTS.

# Saying It With Ensembles

Everything  
In the Wardrobe  
Must Do Its Bit  
To Create Unity  
And Harmony  
Of Effect



A Velvet Dress in  
Blue, Rose and Beige  
Is Worn With  
Steel Blue Coat  
And Matching Hat



Beige and Coral  
Are the Tones  
Of This Three-Piece  
Tweed Ensemble  
For Sportswomen



Blue Fox Trims the Coat  
Of This Dressy Ensemble  
In Navy Blue Broadcloth  
The Blouse Is  
Brocaded Crepe Satin  
In Gold, Blue, Beige  
And Burgundy



This Morning Ensemble  
Of Striped Woolen  
In Beige and Burgundy  
Has a Cheviot Jacket,  
A Vest-like Bodice,  
And Box-Pleated Skirt

By FRANCES CLYNE.

Creator of the Ensembles on This Page

SINCE smartness has definitely triumphed over mere prettiness, the entire costume rather than the individual elements is the final test.

The ensemble of today is by no means arbitrary, either as to colour or material. The coat and gown may be of different materials; they are smarter if they are in different colours. But they must create the effect of harmony and unity.

No item of the costume can be regarded singly. A dress that does not fit into a wardrobe scheme, and cannot be worn with some coat and hat you possess, is an unwise investment unless you wish to use it as the basis of a completely new ensemble.

This rule prevails for all hours of the day and for evening, for sports, and for street wear. You cannot be halfway in the matter. You either look smart or you do not. And since it is sensible and more to your advantage, and since it costs no more to be correctly attired, why not be on the credit side rather than the debit side of chic?

FOR your sports ensemble, I cannot overestimate the importance of tweeds and soft woollens for the late winter and the early spring.

Jersey is also worth your consideration. It now comes in printed patterns and plain, and is combined most effectively with crepe de chine and even velvet. The success of the black jersey frock has been outstanding. The jersey jumper is ideal with the tweed suit, and is usually more harmonious than silk.

There are unlimited opportunities for service in the sports costume shown at the left centre. It has a long-tweed coat, a skirt of the same material and a blouse of jersey banded with the material and accented with little clasps of coral.

The carnal which binds the coat is the ideal fur for tweed and carries out the sports theme. The hat is of beige felt, in the simple cloche style that is the correct note in millinery.

For early spring this is a delightful costume, and one in which every detail is correct.

ANOTHER sports frock that will do nicely under the top coat of fur or tweed until the first days of spring is the ensemble at the lower right. This has a striped wool boxpleated skirt with a vest-like bodice in tones of beige and a deep burgundy red.

The short jacket, that is cut with such easy nonchalance, is of burgundy red cheviot, attractively lined with the material of the dress. The hat is an

untrimmed model of burgundy red felt.

A distinctive touch is achieved here by the double-breasted effect of the straight-line vest. This requires the slender figure, naturally. In fact, this ensemble is decidedly for the dapper or small woman.

For afternoon wear, the ensemble has infinite possibilities. The most practical purchase is the black coat, trimmed with a good fur which may be worn with the black frock, or one of the brilliantly coloured crepes, or even with the brocaded materials that are so liked for formal afternoon wear this season.

FOR the all-black outfit at the right centre, black leda cloth is used for the coat, lightened at the collar and cuffs with thick, luxurious natural lynx. The frock is of black crepe georgette with a full skirt, horizontal tucks at the waist, and an original collar of white georgette beaded in white beads. This is the classical type of afternoon outfit, in perfect taste, undeniably elegant and conservative.

More verve and a little more originality is expressed in the blue broadcloth ensemble at the upper right. The coat is elaborately furled with blue fox, the skirt is circular and surplice bodice is of brilliantly printed brocaded crepe satin.

Dull golds, burgundy, and blue are contrasted on a background of beige that matches the tone of the fur. There is a circular line to the coat in the front that gives an attractive fullness about the hemline, while keeping the hipline decidedly narrow and slim.

This hint of gorgeousness about the blouse, which is new this year, is a very good note. With this same skirt, one might also have plain coloured blouses of high colour, or even white or delicate pink overblouses. The possibilities are endless, but the effect would always be chic because the foundation is correct.

An original ensemble, delightful for early spring, is shown at the upper left. The printed velvet frock is in shades of blue and beige, and is worn with a coat of steel blue suede cloth, lined with velvet to match the frock.

The coat features a scalloped edging that carries out the theme of the figured dress. The hat is of steel blue felt, with a rose-beige ribbon banding to match the beige fox scarf.

A year or so ago when the ensemble had a very definite relation between frock and coat, with the coat enlivened with touches of the frock material or at least lined with it, the ensemble idea was more easily achieved than today when smartness insists that there must be harmony but little "matching."

It does sound hard but, by closely analyzing costumes which you instinctively know have chic, you will see how the right handbag, the right gloves and hose and shoes and jewellery, carry out the ensemble idea.

It's something much more than a warning not to wear a brown hat with a blue coat, nor grey hose with brown shoes. It's a positive rather than a negative thing. It means eternal vigilance as the price of chicness.

Perhaps one cardinal rule might be to learn complementary and supplementary colours.

Do work with your wardrobe as a whole—and don't adopt the hit-and-miss system of buying—you miss oftener than you hit; and you can't afford to look wrong these days when so many women always look right.

FOR ADVERTISING RATES  
IN THIS SUPPLEMENT,

Apply to

THE MANAGER  
THE HONGKONG TELEGRAPH  
1-3, WYNDHAM STREET.

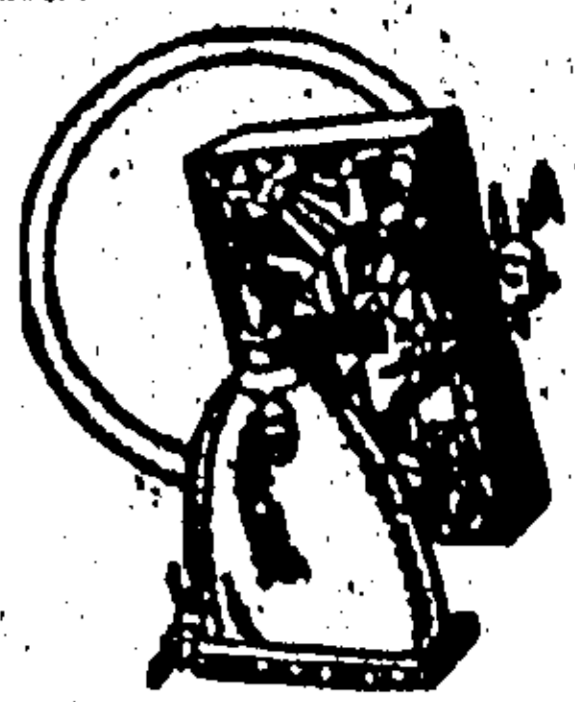
TELEPHONE CENTRAL NUMBER ONE.

# Hongkong Telegraph

Pictorial Supplement

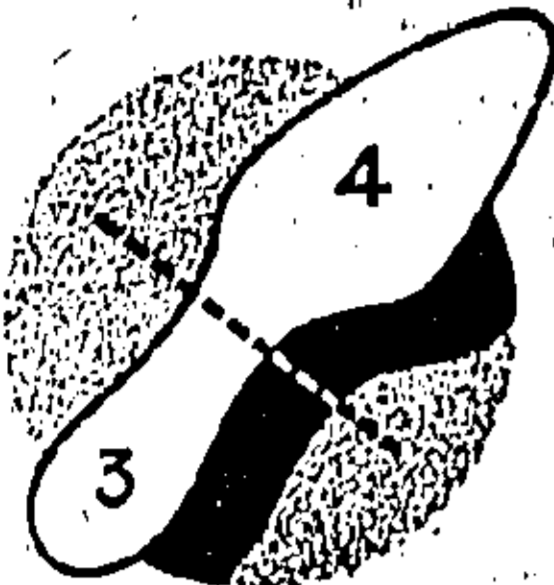
January 19th, 1929.

WE specialise in  
world-famous  
PERFUMES and  
FACE POWDERS  
and are now showing  
a dainty and fresh  
selection of COTY'S  
FAMOUS TOILET  
SPECIALITIES.



THE QUEEN'S DISPENSARY  
22, DES VŒUX ROAD, CENTRAL. Tel. C. 492.

"Plus Four  
for the Feet."



## The Outline of COMFORT

The theory that shoes must fit loosely for comfort is dead. The famous K "Plus" fitting principle makes smart shoes comfortable—more comfortable—than the other kind.

By combining two fittings in one shoe—a 3 fitting heel with a 4 fitting forepart, for instance, K "Plus" fitting shoes provide the correct outline for feet which are not quite "stock" shape.

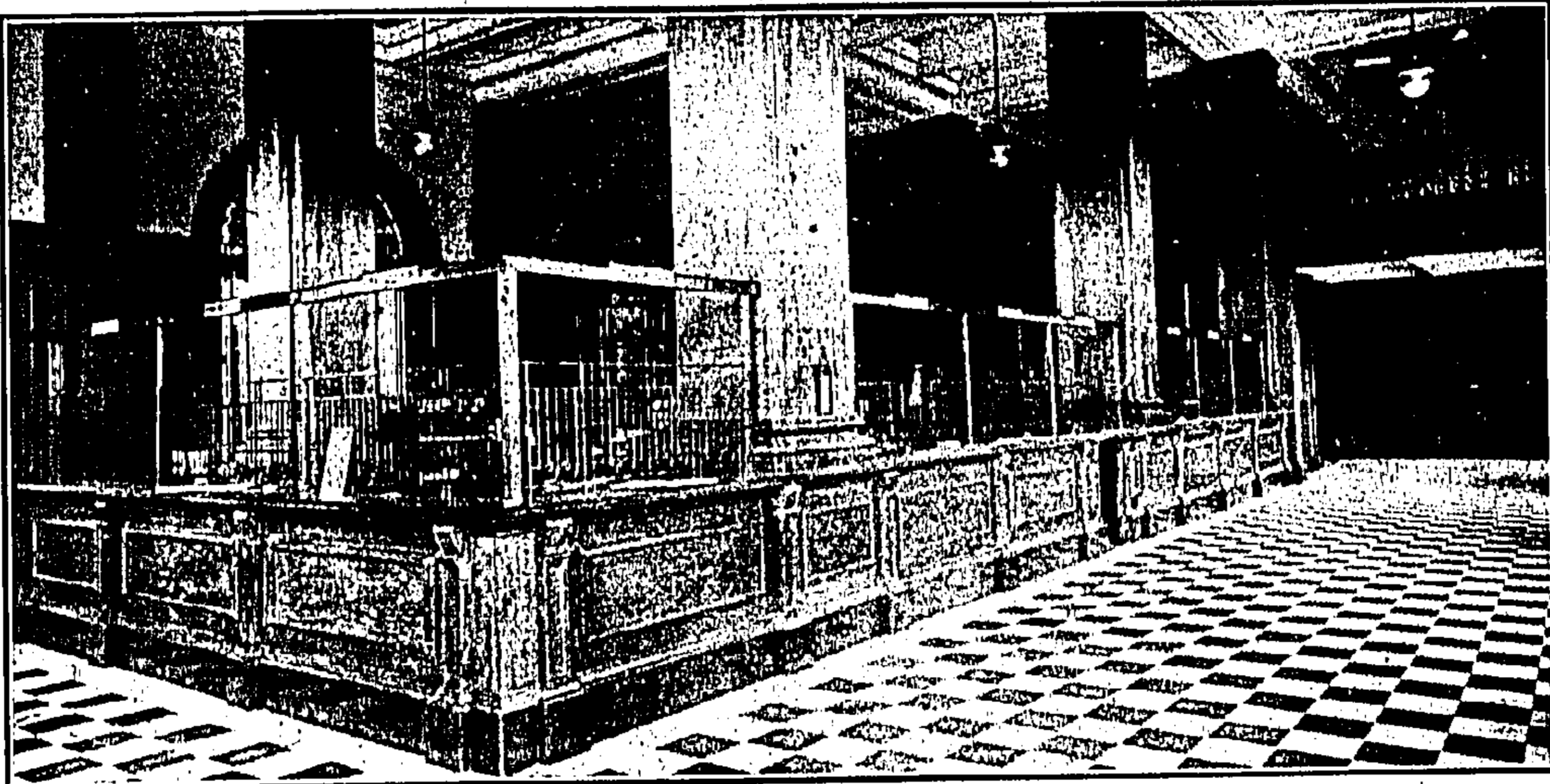
# K SHOES

For all Occasions.

Hongkong Agents,

*Mackintosh's*

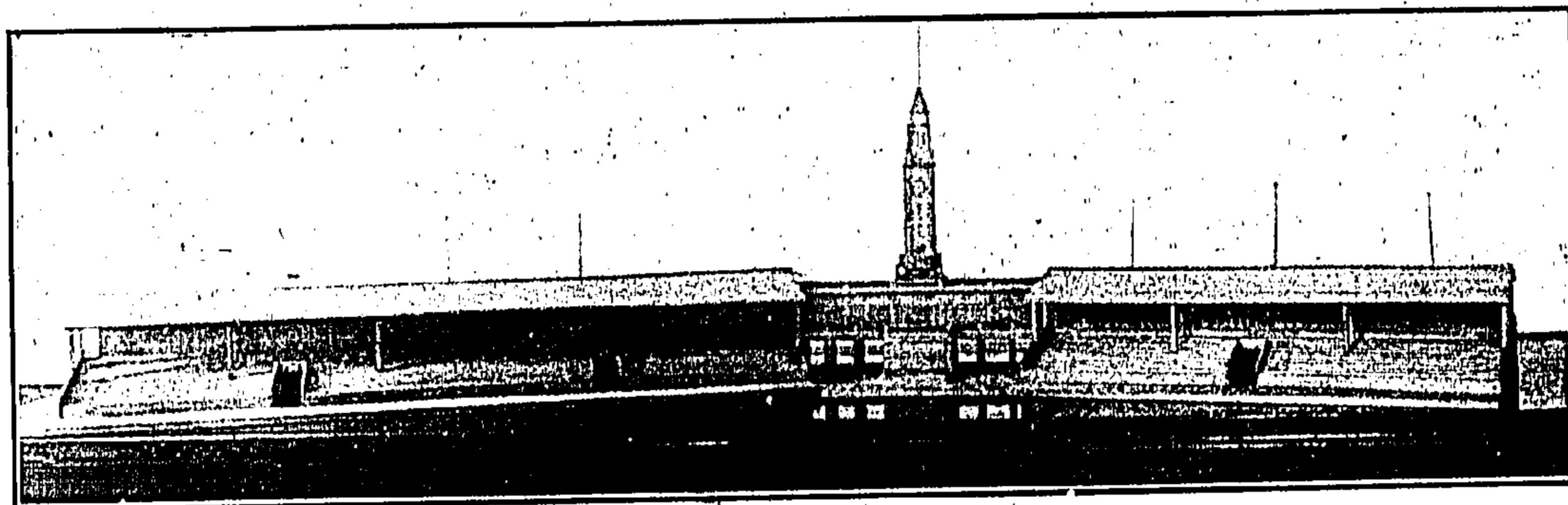
MEN'S WEAR SPECIALISTS.



Interior of the Kowloon sub-agency of the Hongkong and Shanghai Banking Corporation. This new branch, which is in the Peninsula Hotel building, is now open for business. A description appears elsewhere in this issue.



Princess Martha of Sweden, who has become engaged to Crown Prince Olaf, of Norway.



Wooden model of the proposed new stands to be erected by the Hongkong Jockey Club at Happy Valley. The above, which will be subject to slight alterations, gives a good idea of the nature of the big improvement contemplated. (Photo: Mee Cheung).



A recent photograph of the Directors and Staff of the Bank of East Asia. Sir Shouson Chow is seen seated in the centre. (Photo: Mee Cheung).



The Crown Prince of Norway who has just become engaged to Princess Martha of Sweden.

## TWO DELICIOUS TEAS!

WE SEND TEA DIRECT  
TO YOUR FRIENDS IN  
ANY PART OF THE WORLD.

—AND WE HAVE A REPUTATION  
OF  
OVER 60 YEARS

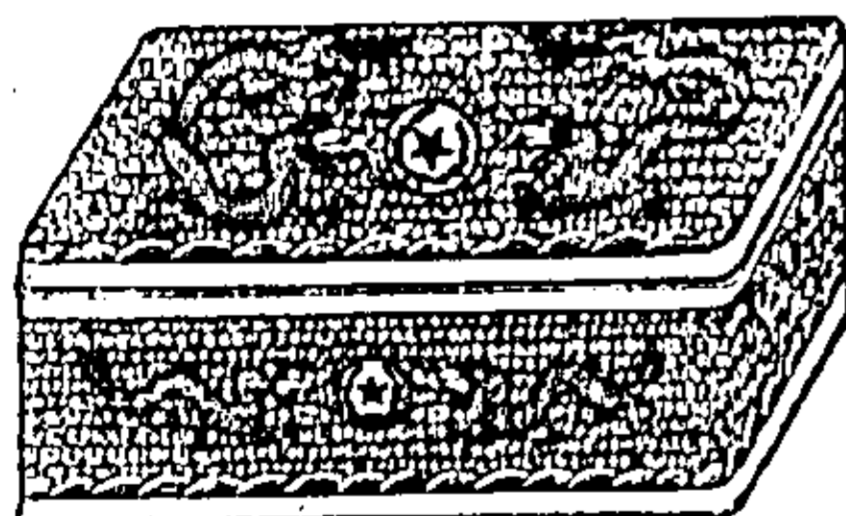
BEHIND EVERY POUND WE SELL.



DRAGON BRAND  
GREEN TEA  
45 cts. Per Tin.

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DAVID HOUSE  
HONGKONG.



DRAGON BRAND BLACK TEA  
55 cents Per Tin.

## WHITEAWAYS

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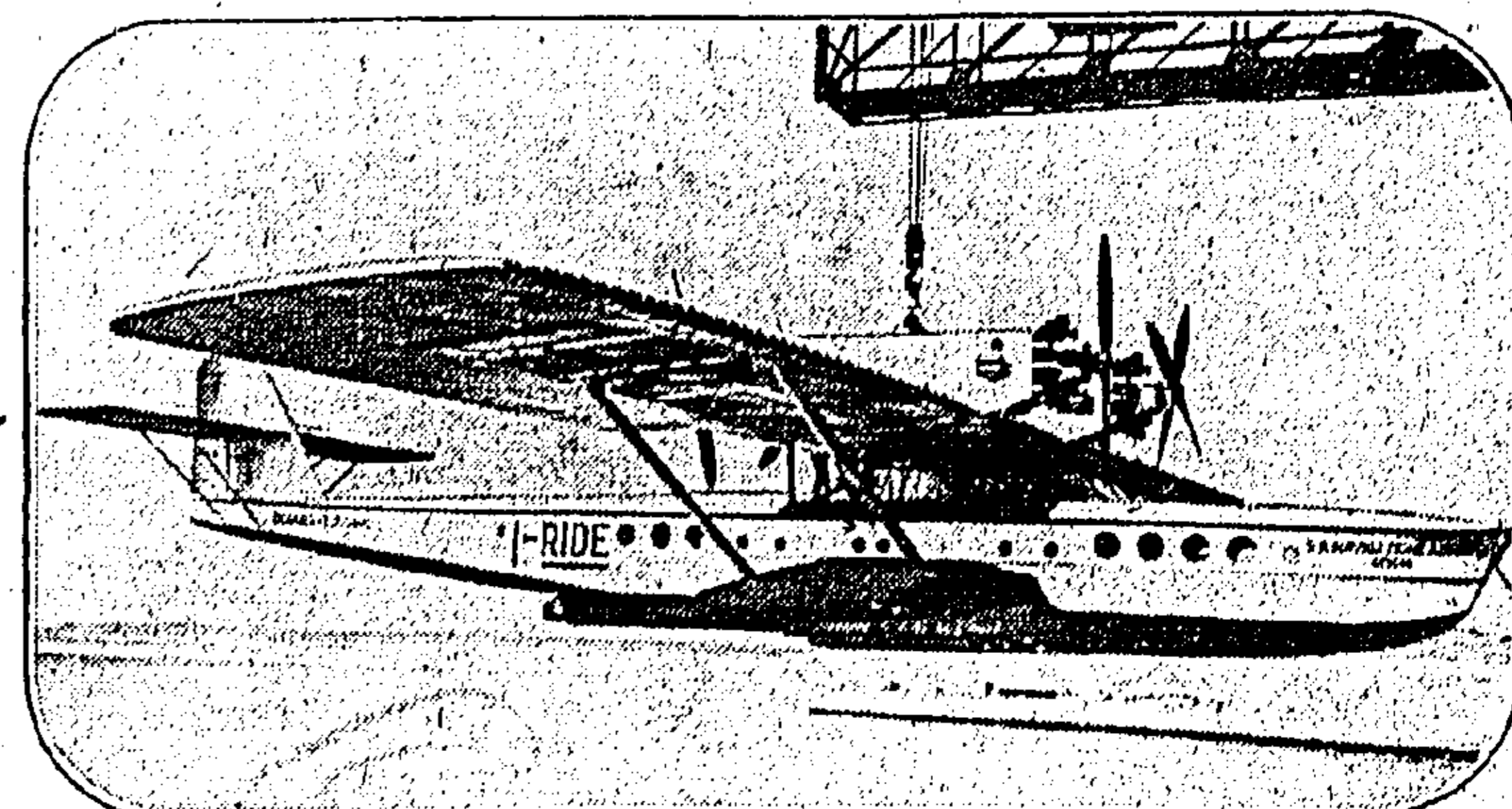
NEXT WEEK



A huge monolith of marble destined for the Foro Mussolini in Rome, being taken down the mountain side from the Carbonara quarry to Avenza. It is 45ft. high and weighs 250 tons.



Nineteen of the survivors of the ill-fated s.s. Hsin Wah, photographed after their arrival at the Water Police Station, Kowloon. They were rescued by a Chinese fishing junk and brought in to Shaukiwan. (Photo: Mee Cheung).



Two big flying ships of the Dornier Superwal type will soon be put in operation on Great Lakes routes. The big all-metal ships have a 97-foot wing spread, carry 25 passengers and have a cruising range of 1,250 miles.

# REMARKABLE ENDURANCE AND RELIABILITY TEST.

82 M.P.H. At Brooklands Straight After 10,000 Miles Gruelling Test.

## CHRYSLER CAR'S OUTSTANDING PERFORMANCE.

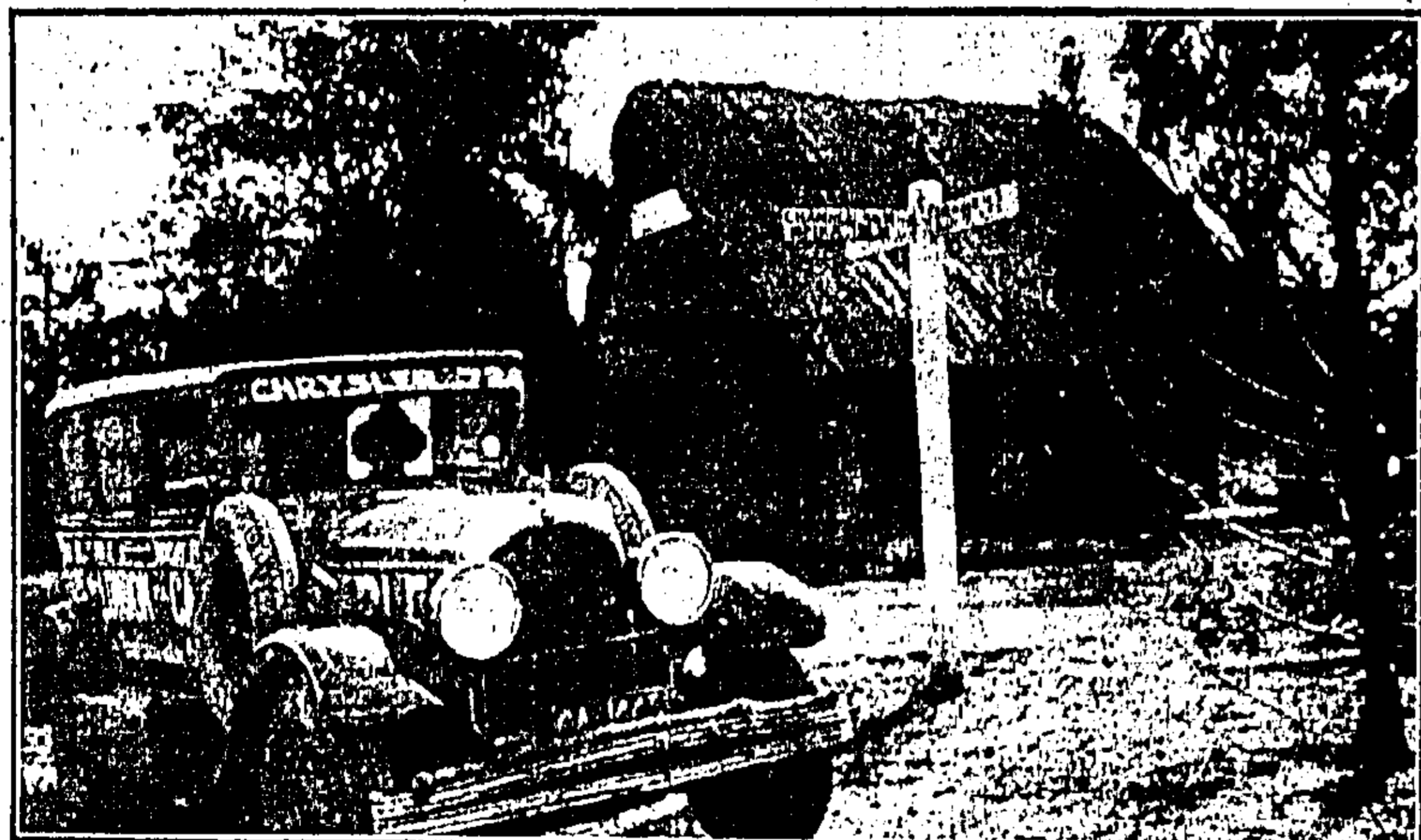
FROM CAPE TOWN  
TO BROOKLANDS  
IN SIXTEEN  
WEEKS



*Taking on supplies from the Vacuum Oil Co., of South Africa, Ltd. at Mpika.*

THE CROWNING  
ACHIEVEMENT  
OF LAST YEAR'S  
MOTORING TESTS

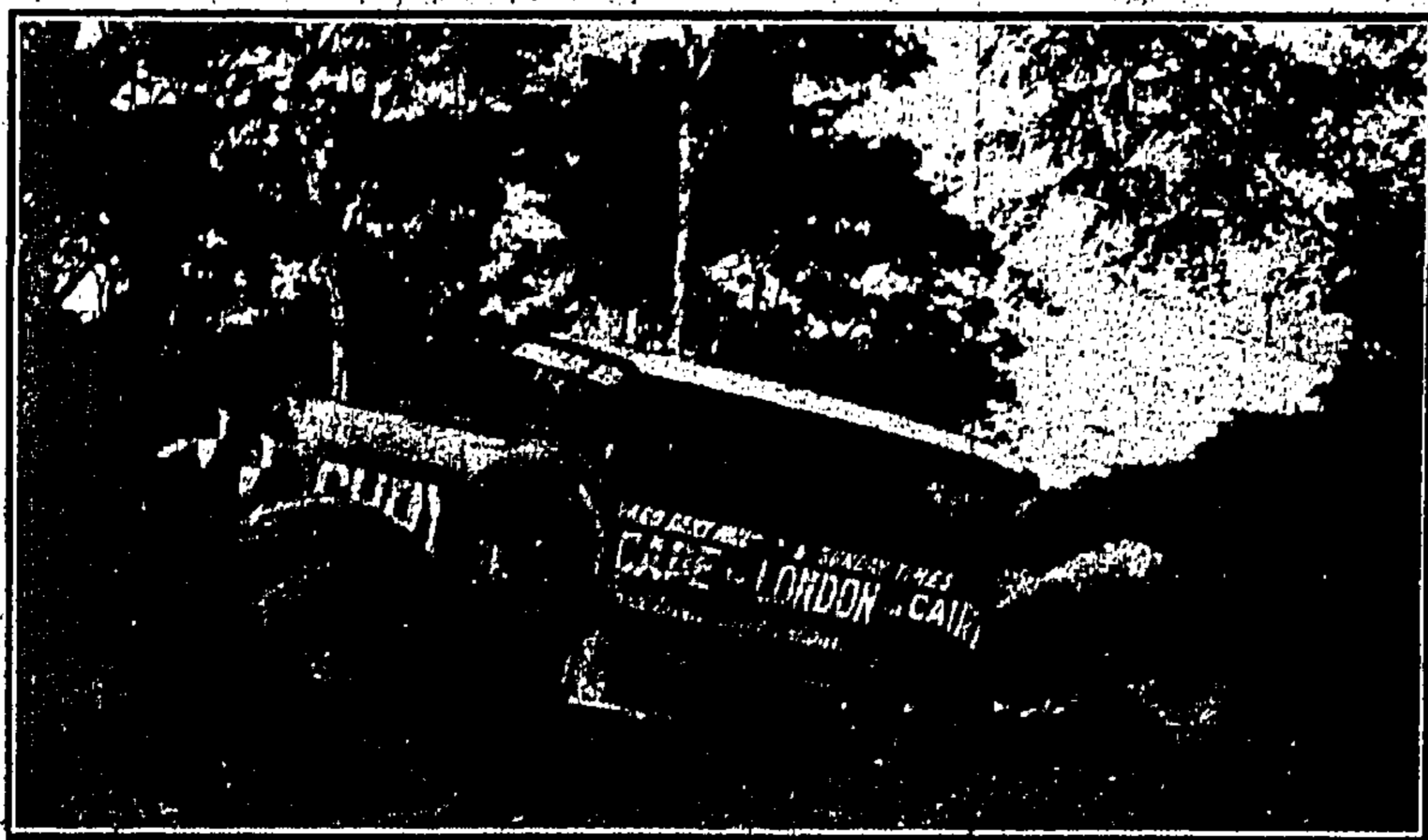
**SEE SPECIAL DESCRIPTIVE ARTICLE ON PAGE TWO.**



PICTURE AT RIGHT—  
Crossing the Mutungushi  
River by a Northern Rhode-  
sian type of wooden bridge.  
AT LEFT—The cross-road  
at Kasama; a feature of this  
post in Central Africa is the  
up-to-date sign post, 820  
miles South of Nairobi.



NOTHING BUT THE  
WORLD'S BEST  
LUBRICATING OIL  
DARE BE USED—  
AND THAT'S WHY  
**MOBILOIL**  
—WAS CHOSEN!



*The Chrysler "78" almost turns turtle after a broadside skid in the heavy mud.*

NOTHING BUT THE  
WORLD'S BEST  
TYRES COULD BEAR  
SUCH A STRAIN—  
AND THAT'S WHY  
**DUNLOP'S**  
—WERE FITTED!

# LET YOUR NEXT CAR BE A CHRYSLER

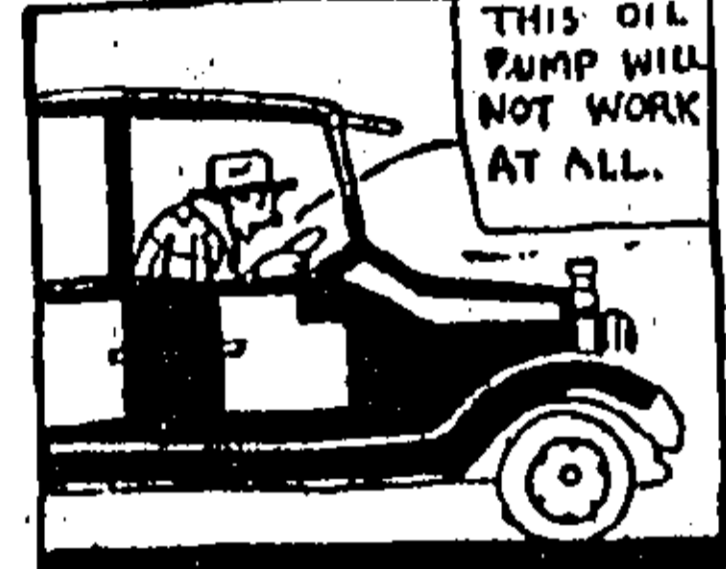
Sole Agents—Republic Motor Company of China (SUCCESSORS A. LUNG & CO.—Auto Dept.) 30-32, Des Voeux Road.

# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

## ICE IN THE OIL PAN.

Certainly the motorist is persecuted by Jack Frost in divers ways. Not only is this malevolent sprite always trying to burst radiators and plug up gasoline lines, but he is also looking for chances to put the engine lubricating system out of business. The moisture in products of combustion and air left in the cylinders and crankcase, condenses into water and trickles down into the oil pan. Accidental leakage around the head-gasket and at other points in the cooling system may also furnish water, which reaches the same resting place. In the case of an engine that stands for long periods in a temperature away below freezing, this water is bound to collect at the lowest part of the pan and eventually to freeze. Right at this point is usually located the suction opening, through which the oil pump takes its supply and over this is generally located the oil filtering-screen. Ice formed in the meshes of this strainer or around the end of the oil suction pipe is very likely to prevent the pump from drawing oil. When, under severe cold conditions, the oil-gage shows no pressure, when the engine is started, it is to be presumed that the above has taken place and the engine should not be run until the ice has been thawed out. Do not depend upon heat developed by the engine itself to do this. Considerable water may collect between oil changes and to avoid trouble it is well, at rather short intervals, to draw off a small quantity of liquid from the bottom of the pan, through the drain-plug hole. Water always settles under the oil and will run out rather promptly. This operation should be performed after the engine has stood for a few minutes after having been shut down.



Question:—Since having a broken gear replaced in the oil-

pump of my engine, the pump has not worked, although all oil-lines have been cleaned out and the gears and gasket of the pump are now apparently perfect. What do you think is the trouble?

Answer:—We assume from what you say that pump-gears turn positively and that the clearance between gears and pump-housing is no greater than normal. This pump is claimed to be "self-priming" and we infer that you are certain that oil fills it. Do you base your statement that the pump does not work upon the fact that the gage shows no pressure? Lack of indicated pressure is not conclusive evidence of pump failure, for if the relief-valve holds open, there will be no pressure in the system, although the pump is moving oil normally. We suggest that you take the relief valve apart and make sure that there is no dirt between it and its seat, which may be holding it open and allowing oil to by-pass back into the pan. If you have any doubt as to the pump being primed, you can insure this condition by injecting oil in through the relief valve. It is very likely that when you get the relief valve to close properly, you will obtain normal pressure in the system.

**Starting Mixture is Weak.**

Question:—My 1921 car, has magneto ignition and, in cold weather, the engine can usually be started only by priming the cylinders through the cocks. The magneto has been inspected by experts and pronounced O.K. A friend has advised connecting a coil to use battery current in conjunction with the magneto make-and-break. Would this be advisable? What can you suggest to make starting easier?

Answer:—The fact that the engine starts and runs, when you prime it, indicates that the trouble is in the starting mixture and not in the ignition and we should not advise installing a coil for dual ignition, at least until all other remedies fail. Your carburetor choke-control embodies an arrangement which, when it is fully pulled out, opens a passage from the float-chamber to the mixing-chamber and allows liquid gasoline to be drawn into the intake, thus automatically priming the engine. Quite likely the cam, which opens this passage is out

## CAPTAIN CAMPBELL'S DESERT ESCAPE.

### Plane Wrecked on Coast.

Amazing adventures in his aeroplane quest in the Sahara for an ideal racing track were related by Captain Malcolm Campbell, who returned to London recently.

Capt. Malcolm Campbell reached London recently with Flight-Lieut. Don, who piloted the Moth aeroplane in which they flew from Crotoy to the Sahara, starting on November 8.

They went in search of a stretch of the desert which had been recommended to Captain Campbell as ideal for his attempt to regain the world speed record.

In February Captain Campbell drove his Blue Bird at 206.95 miles per hour at Daytona Beach. Less than two months later Mr. Ray Keech, an American, broke that record.

In the heart of the Sahara Captain Campbell aims at reaching 220 miles an hour.

"We found the ideal track," he told the *Daily Chronicle* "but I am still undecided about making use of it. The disadvantages are its remoteness from civilization, which makes access to it extremely difficult, and the enormous expense in establishing and maintaining headquarters there during the tests and for the final run."

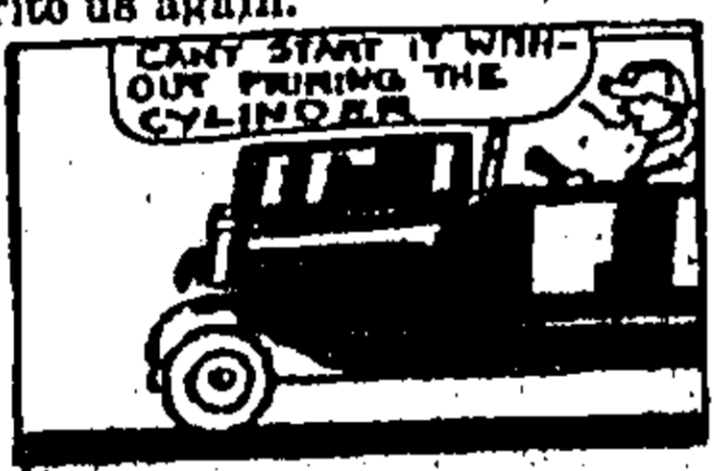
"It was disappointing to find that the track was not 30 miles south-west of Taourirt, as we had been told, but 150 miles. This is about 800 miles north of Timbuctoo."

"At Taourirt we started in a car to find the track, but could only travel slowly, for most of the route lay over soft sand, which reminded me of the Pendine days."

It was the return journey—when flying by the coast over the Atlas Mountains—that provided Captain Campbell and his pilot with thrilling adventures.

Their map showed them that along the entire coast line of nearly 500 miles there was only one short strip of beach where they might land in case of emergency. Descent upon the mountains was impossible.

of adjustment and that this priming action does not take place. We suggest that you have this looked over and readjusted if necessary and also that you look for and correct possible air-leakage into the intake. If then the trouble still continues, please write us again.



"One engine failed," said Captain Campbell. "Miraculously enough, this happened just as we came within sight of that only strip of beach."

"Even this was strewn with boulders. As we landed a wing caught a boulder and we were slowed round into the sea. I clambered out and found myself in water up to my shoulders and had to fight hard to get to the back of the machine before the under-current pulled me out and drowned me."

**Robbery.**

"Together we struggled to get the Moth from the sea, and did not notice the arrival of some 50 Rifles. They seemed to come from nowhere. We signalled them to come to our aid, but they would not, and inch by inch we fought our way back to the beach."

"Then the Rifles, as ugly a band of cut-throats as I have ever seen, surrounded us. They demanded money, and I gave them all I dared. They asked for more, but I turned inside out the pockets of my overalls, which satisfied them there was no more to be had."



ALL COLOURS KEPT IN STOCK  
AS WELL AS THE NEW  
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara  
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,  
Sole Agents.

"We persuaded two Rifles boys to act as guides when we set out for Tetuan from where we had to leave the wrecked Moth."

"At night we halted at a village of Rifles huts, where after considerable difficulty, we persuaded the local chief to put us up. We slept in a room into which we had to climb up notches in two posts."

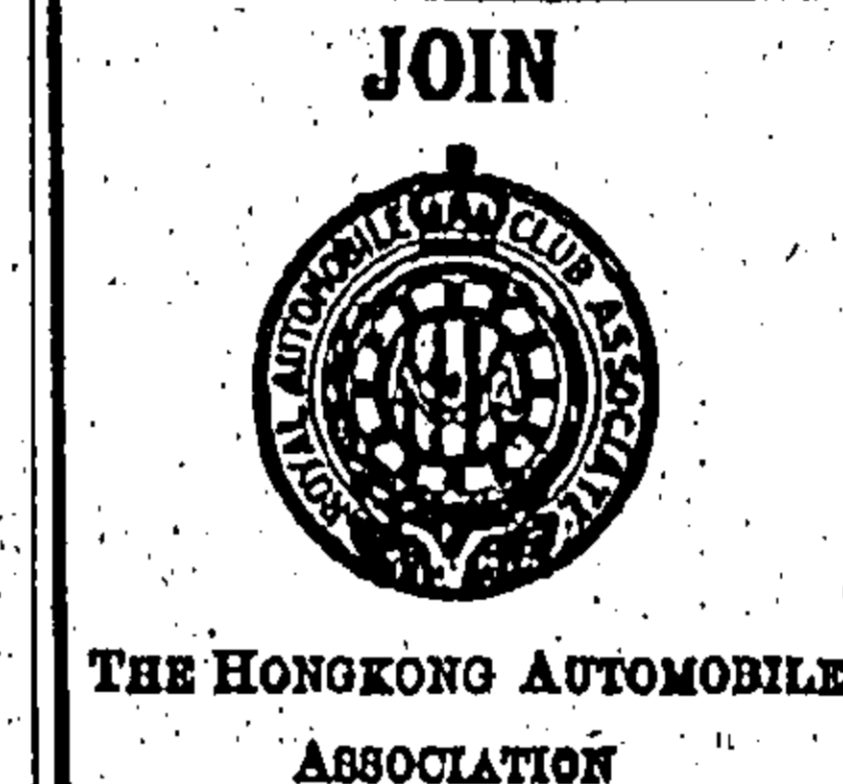
"Eight Rifles shared the room, the chief sleeping with his head over the hatchway leading to the room where his wives were housed. At night and at morning we were offered dirty water to drink, and with the bread came a bowl filled with rancid grease, into which we had to dip the bread—a ceremony of courtesy to the host."

"Thrill of Joy."

"The next day we started off again and after several hours saw a spectacle we should never have imagined as capable of bringing a thrill of joy. It was a man, and he was wearing trousers!"

## ACCESSORIES

A big display of "Oxide" and "Lucas" storage batteries suitable for all cars. Also accessories of all kinds for motorcars and cycles, such as, Electric horns, bumpers, spark plugs, body polish, tyre patches, brake lining, jacks, foot pumps, wrenches, etc., etc. All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building, Tel. C577.



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A Few Advantages:—  
10% Off Motor Car Insurance  
Free Legal Advice.  
Reliable Drivers Supplied  
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All Communications for  
Membership, etc. to  
REV. G. E. S. UPSDELL  
Hon. Secretary.  
O/o "Hongkong Telegraph"

"That meant we were approaching the Spaniards, whom we believed to be not nearer than Tetuan, 76 miles distant. The man was at a Spanish wireless outpost, and we were taken to the military commander, who not only gave us the first meal we had had for 30 hours, but arranged for a cruiser and lighter to collect what was left of the Moth. After he sent 12 soldiers to guard it until the vessels arrived."

"From there it was taken to Gibraltar, and we came home by a Spanish steamer."

Captain Campbell looks none the worse for his adventures, and is determined to take his Blue Bird to the Sahara if he can make arrangements for overcoming the difficulties.

## USED CARS WANTED TO BUY OR SELL

ADVERTISEMENTS UNDER  
THIS HEADING ACCEPTED  
UP TO NOON EVERY THURSDAY

\$1.00 PER  
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**JOWETT 7—H.P. Two**  
seater, recently  
overhauled, new battery and  
tyres, mechanically perfect.  
Owner buying larger car.  
Write Box No. 464, care of  
"Hongkong Telegraph."

**BUICK 5—Seater Tourer,**  
Majestic Body,  
owner driven since new,  
Splendid condition, has done  
only moderate mileage. Tyres  
new. Available middle or end  
February. Write Rev. G. E. S.  
Upsdell, c/o The "Hongkong  
Telegraph."

**STUDEBAKER Standard**  
6 Tour-  
ing car 1926 model, 27.34 H.P.  
Owner driven, mileage only  
8,397. Price \$1,500. Write Box  
No. 467 Hongkong Telegraph.

**MORRIS OXFORD**  
Touring car 1924 model, 13.9  
H.P. in good order. Price  
\$1,000. Write Box No. 468  
Hongkong Telegraph.

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That's why our repair  
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LANE, CRAWFORD'S  
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(Keep motor that jumps off to one side.)

If ANY motor on your farm is pumping oil, you can stop this waste by installing PERFECT CIRCLE Oil-Regulating rings. You can get 1000 or more miles to the gallon of oil in passenger car motors and performance savings in other motors. And the real secret... replaces the plain rings with PERFECT CIRCLE Compression rings.

THE HONGKONG HOTEL GARAGE

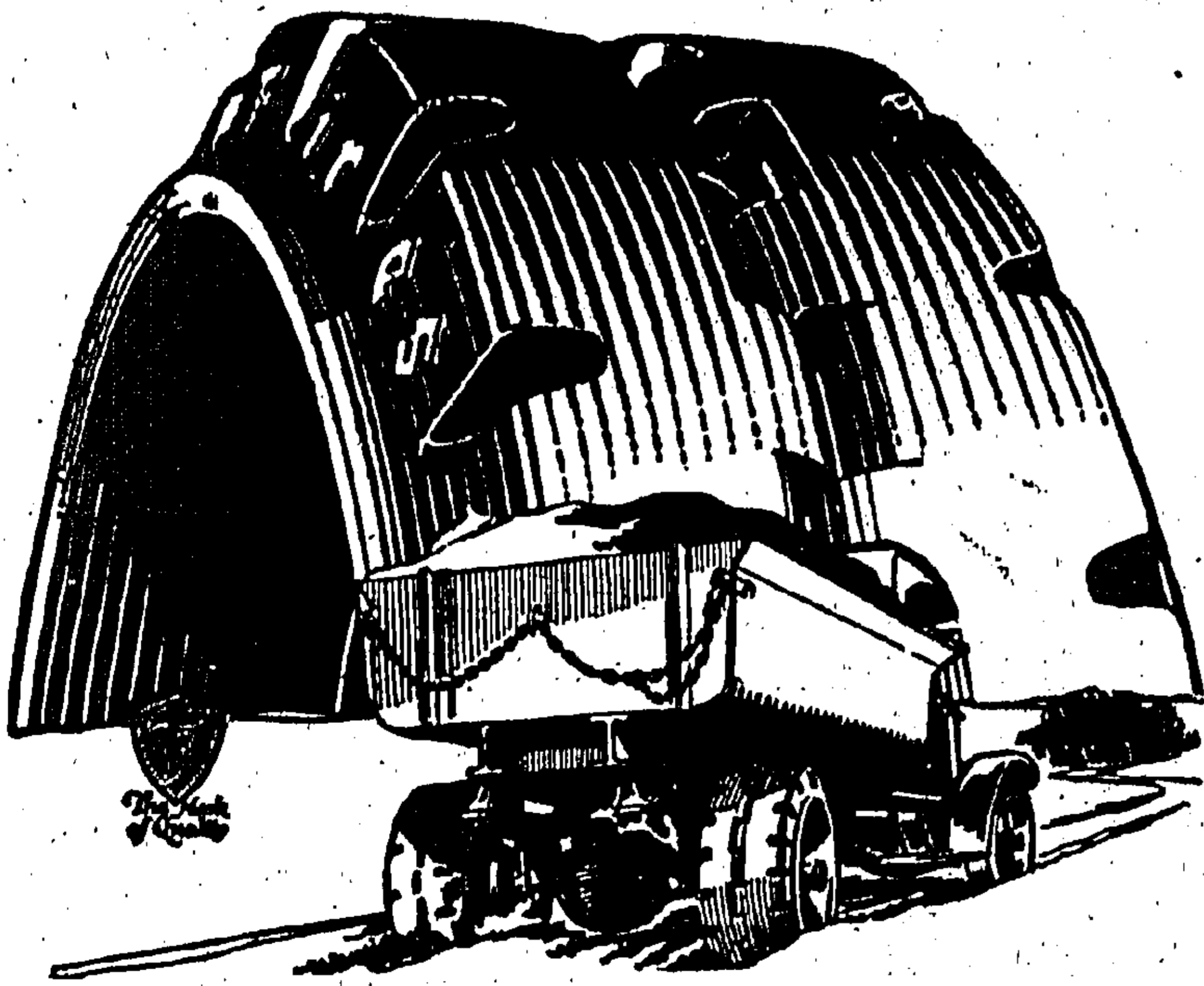
25, Queen's Road Central.

Tel. Central 2789.



## PERFECT CIRCLE PISTON RINGS

FOR PERFECT CIRCLE CO., Birmingham, England



## DOUBLE TRACTION

The tyres for lorries which do their work in excavations, sand or gravel pits—or haul across fields, loose, yielding ground or dirt roads, where positive traction is difficult but necessary. Rows of powerful cogs, are placed at the sides and in the centre, to maintain a firm, steady foothold, without spinning or slipping. This special trac-

tion tyre likewise radiates heat in hard service, saving the rubber. It affords unusual cushioning for solid tyre service, and provides great depth of rubber for long mileage. Let us tell you the names of some lorry operators, from whom you can obtain first-hand information about these tyres and our service.

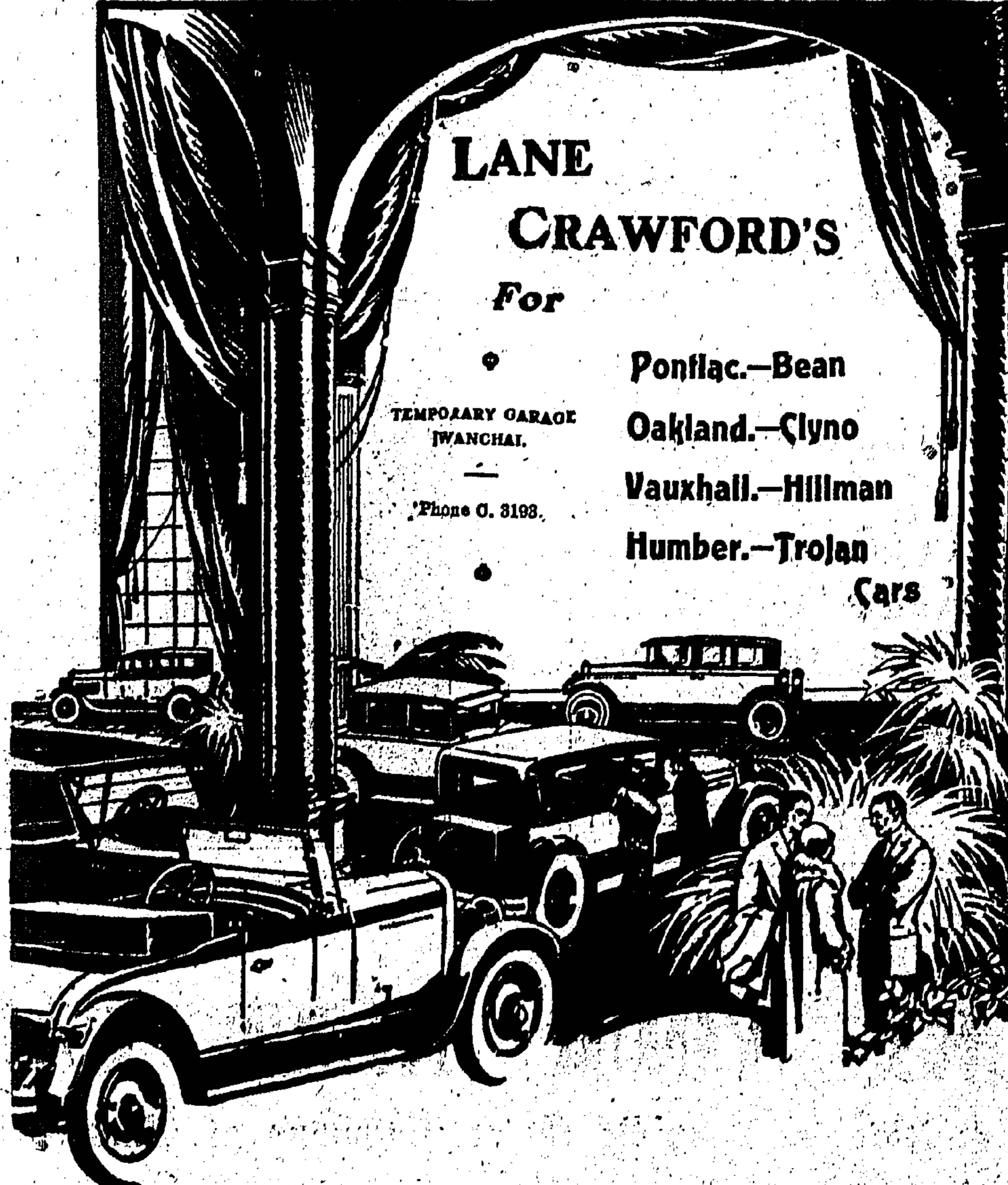
MOST MILES PER DOLLAR

**Firestone**  
LORRY TYRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

83, WONG NEI CHUNG ROAD, HAPPY VALLEY.



## U.S. EXPORTS.

## Last Year's Figures.

United States exports by continents last year were: To Europe 105,859 cars and trucks; to South America, 81,606; to Oceania, 77,533; to Africa, 31,512; to Asia, 31,465; and to Canada, 62,644. Exports for 1928 will reach nearly \$500,000,000, according to forecasts on sales up to June 30.

## TALL FIGURES.

## The World's Cars.

Of the 29,505,475 motor vehicles in the world January 1, 1928, there were 23 million in the United States with 1,173,000 in the United Kingdom, then in order of their use came Canada, France, Australia, Germany, Argentina, Italy, Spain and New Zealand.

## 650 MILE ROAD.

## Being Built in Cuba.

A new 650 mile highway is being completed in Cuba. It was finished in the United States. The 45,000 motor cars now there will have far wider use and it is expected that their number will be greatly increased.

## MORE MOTOR BUSES FOR THE CITY OF CANTON.

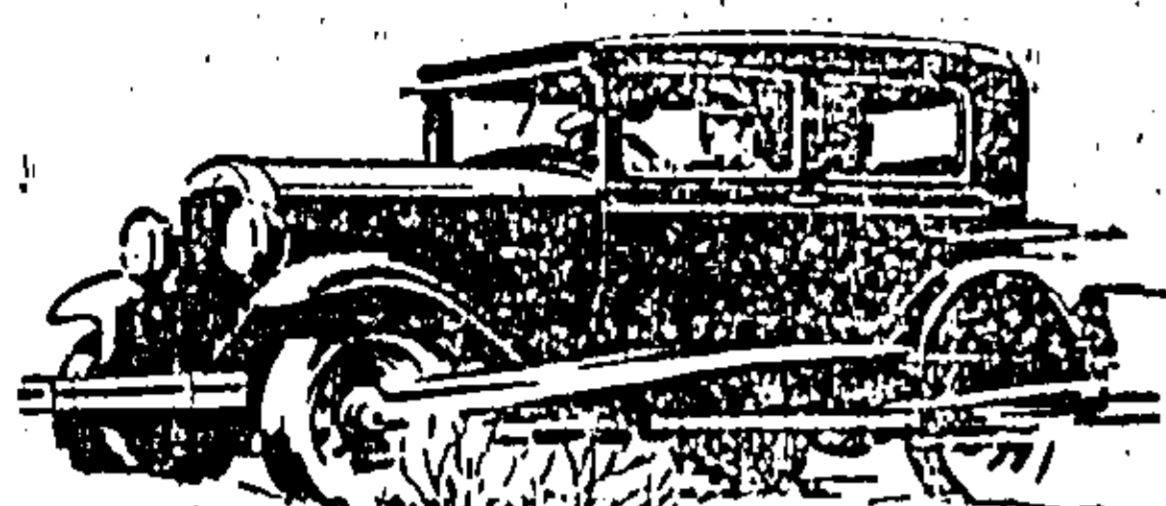


The above picture shows one of the fleet of Brockway buses recently sold to the Kwok Man Bus Company by the Asiatic American Company of Hongkong.

## NOTICE

TO  
ADVERTISERS  
All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

## IT'S A BORN HILL CLIMBER



Just try it!

Come drive this new Oldsmobile yourself. Try it out on the longest, steepest hill you know. You'll be thrilled at the way its smooth, even flow of power carries you on, up and over—

Its great new 55-h. p. high-compression engine with a new-type cylinder head of General Motors Research design provides speed, pick-up, power and stamina to fulfill every motoring desire.

Thousands are choosing the Fine Car of Low Price for its beauty, luxury and style—for its comfort, dependability and handling ease—for its excellence in every element of performance—and especially, because it is a born hill-climber.

Roadster	.....	M\$2,500.00
Touring	.....	M\$2,500.00
Sedan (2-door)	.....	M\$2,600.00
Sedan (4-door)	.....	M\$2,800.00

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.

**OLDSMOBILE**

PRODUCT OF GENERAL MOTORS

THE FINE CAR OF LOW PRICE.

## TALLEST BUILDING.

## Chrysler's New Home.

## WOOLWORTH BEATEN.

The new sixty-eight storey Chrysler building in New York City, destined to be the tallest inhabited structure in the world and which will rise on the northeast corner of Forty-second Street and Lexington Avenue in New York City, is the latest private enterprise of Walter P. Chrysler. The enterprise is not connected in any way with the Chrysler Motor Corporation. The building will tower to a height of 808 feet, 16 feet greater than the famous Woolworth building in New York. The completed building and leasehold estate have been appraised at \$13,780,000. The ground floor of the structure will be occupied by shops and stores and the remaining floors to and including the sixty-fifth will be devoted to offices. Two of the upper floors of the tower will contain a duplex apartment. Above this will come the three storey observation dome constructed of bronze and glass and culminating in the spire. There will be 33 elevators.

## INVITE FOREIGN DEALERS.

If everyone attends who is invited, International Day, Monday, January 7, at the New York automobile show ought to be well attended. Invitations have been sent to 7000 automobile dealers in 107 countries.

## NEW HUDSON CYCLES.

## Large Quantities for Colonies.

## UNBURSTABLE TYRES.

Large quantities of New-Hudson "Service" Bicycles continue to be called for by the Crown Agents for the Colonies, these being intended for "service" use in—Nigeria, Uganda, and Tanganyika Territory and the Gold Coast.

In many cases the bicycles are called for fitted with Sorbo unburstable tyres, which are essential owing to the terribly rough nature of the country often traversed by the riders.

## NEW YORK SHOW.

## 225 Makers to be Represented.

## NEW MODELS.

The National Automobile show of America will be held in New York City, this month in the Grand Central Palace. Forty-two American manufacturers, five from abroad, and 225 accessory and equipment makers are to be represented. Notwithstanding the fact many of the 1929 models and inventions of interest to the industry will be displayed.

## READY FOR JUNK HEAP.

More than 10,000 automobiles in Milwaukee are said to be as badly worn that they can't be taxed, having an individual value of less than \$1.

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## ROME HAS FIRST SHOW.

At the request of the Italian government, Italian automobile manufacturers will hold their first automobile show in Rome in January, 1929. They have previously been held in Milan.

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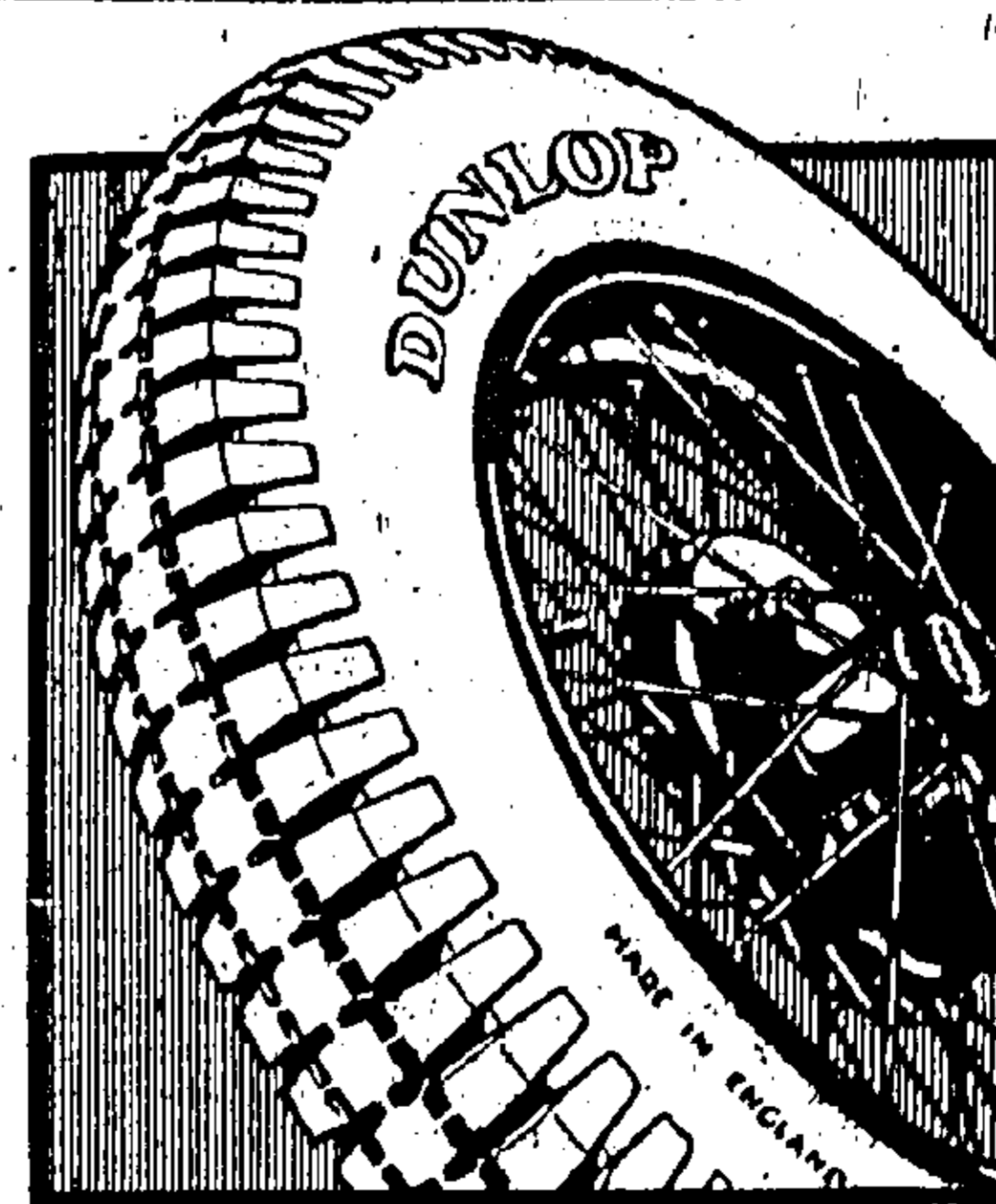
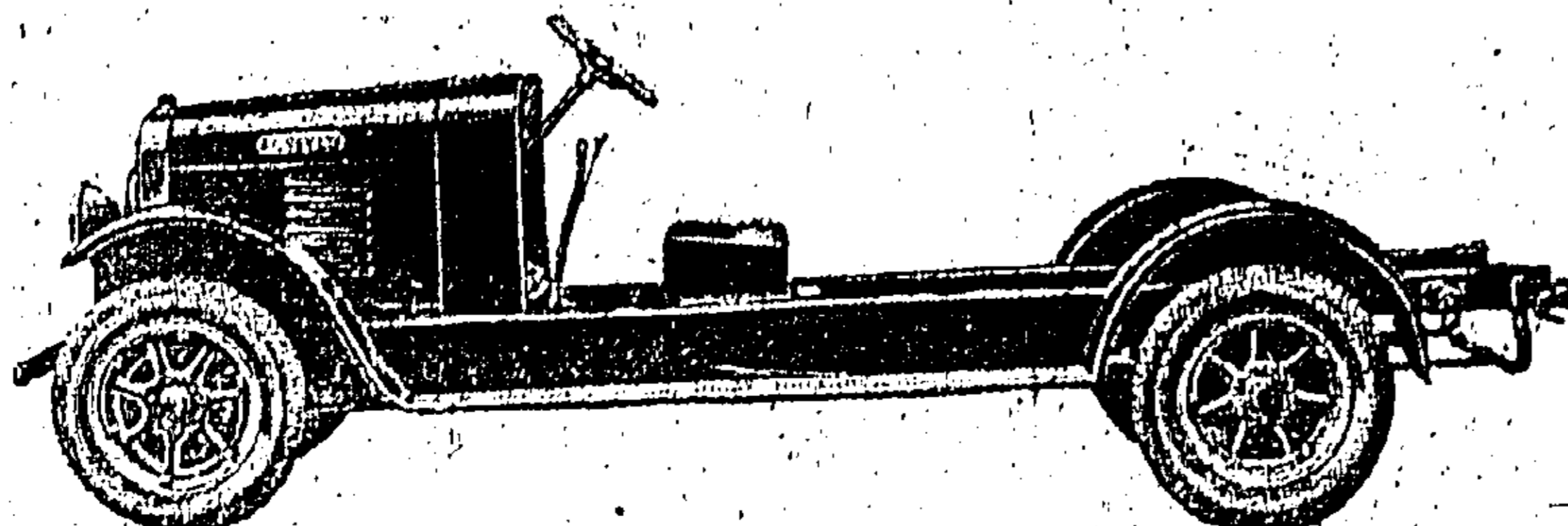
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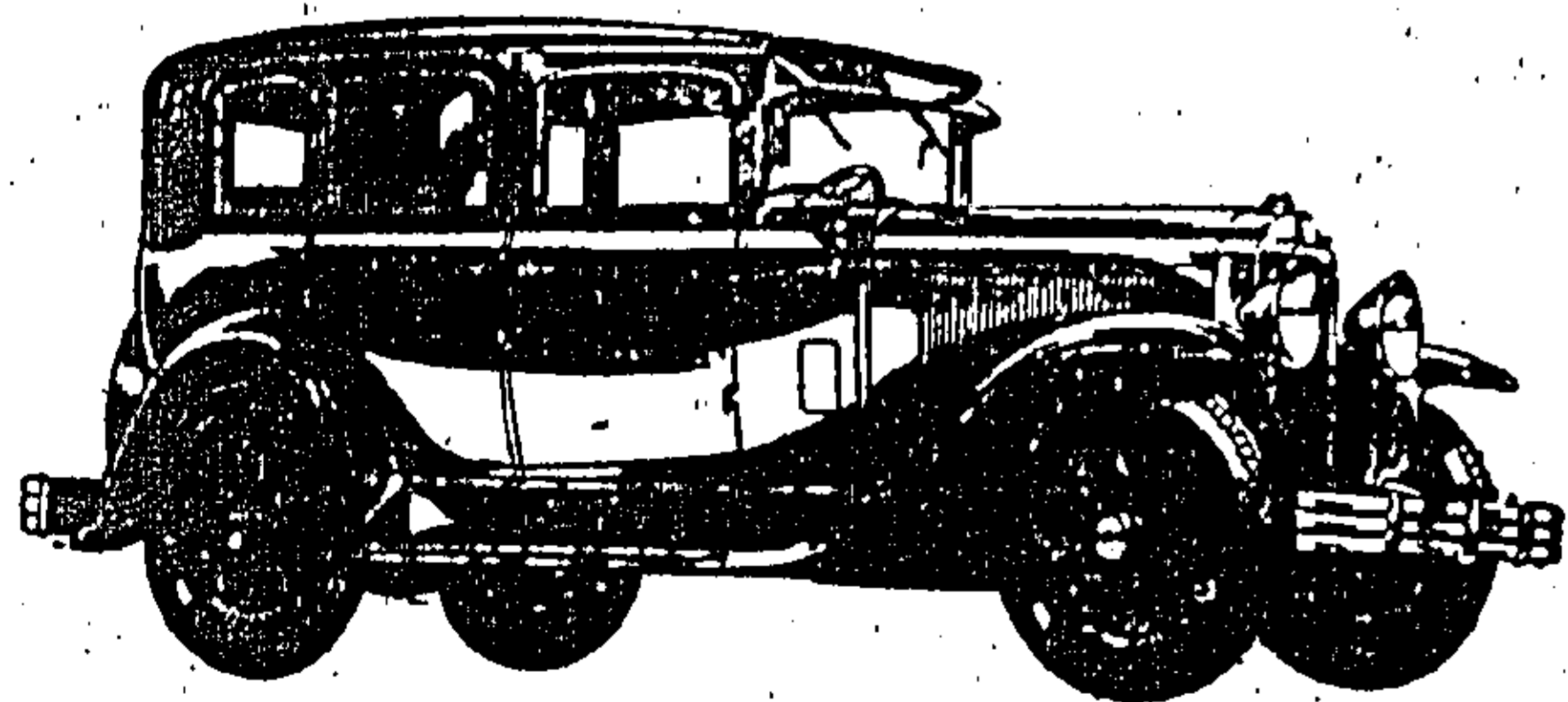
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new type of motor car beauty... a  
thrilling turning point in body design

It will be imitated, of course. The new, the fine, and the beautiful always inspire emulation. But so great is the cost of building the magnificent new Fisher bodies for the Silver Anniversary Buick that imitation will be possible only to much costlier cars, and even these will find difficulty in following where Buick leads!

\$1,600,000 has been expended in manufacturing the dies alone for the new Buick bodies; and the gracefully curving side panels which form one of their distinguishing characteristics represent the most expensive steel paneling work employed on any automobile in the world!

But it is not in the matchless grace, and beauty of exterior design alone that the Silver Anniversary Buick eclipses other cars. The velvet moiré upholstery in the closed models—the

hardware and fittings—the many appointments of luxury and convenience—are all of the richest quality; and the bracing of the bodies, which imparts strength and durability and freedom from squeaks and rattles, is the most efficient and effective known to motor car practice.

In dazzling beauty—as in fleet, powerful performance—the world holds no equal for the Silver Anniversary Buick with Masterpiece Bodies by Fisher.

It is more than handsome, more than luxurious—it marks a thrilling turning point in body design.

And the motoring public, buying in such tremendous volume as to force the great Buick factories to work day and night to supply the demand, is elevating it to the prominence of a voguish

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WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.

## A PRELUDE IN A MINOR.

Impressions of a Run on the New Baby.

[By Milcaior.]

With the impending arrival in Hongkong of the latest in British "small cars"—the Morris "Minor," the following article written by a Home writer is of much interest to motorists in this part of the world. Although the "Minor" was only put into production during 1928, it has already gained remarkable popularity in England and on the Continent.

Immediately I saw the Morris Minor at the Olympia Show I knew that my cheque book was in grave danger. When my wife saw it I knew the worst. Thus it came about that following many inquiries from my local Dealer the day arrived when he was able to greet me with a "quite ready" instead of the customary "not yet."

Having elected to fetch the car from Cowley personally, I found myself at the Works early one morning with a sixfoot companion to test the accommodation on the way home.

Our destination was really Maidenhead. That is where I live. But it seemed a pity with the rest of the day before us to return. Therefore, instead of heading for Henley, I turned the finger-light steering for Frilford, Wantage and Marlborough.

I confess that I had anticipated a certain amount of amusement in folding up my four-cubit companion preparatory to putting him in the front seat. But I was doomed to disappointment by the shape of the door, which absolutely permitted him to enter more easily than is possible in the case of a great many American saloons. Once inside I knew that he would be perfectly comfortable, as I had sampled the passenger seat on a previous car.

The same may be said for the driving position, which has no suggestion of being cramped. That hackneyed phrase "the controls come easily to hand" will, of course, be unnecessary in the case of a car of this size, since the fact that they are present at all implies that they are handy.

## In Traffic.

Altogether, as soon as we had threaded our way into the hectic traffic of the city of lost causes and mad cyclists, I knew that every inch of the available space had been turned to good account and, despite the modest dimensions of the interior, there was plenty of elbow and foot room, even allowing for the fact that the width and thickness of my passenger was in keeping with his height.

Cumnor Hill, just outside the city, although nothing to worry about, is one of those modest activities on which many drivers are not ashamed to change. I was therefore happy to see that my Minor, which, it is only fair to say, with my permission had been at the disposal of a member of the staff for a day (and therefore had a few miles to the credit of the running-in period) took it in its stride.

Through a succession of sunny Oxfordshire highways we wended our course, keeping down speed to some extent in view of the engine having but lately left the assembly line.

At a leisurely pace we ambled in the sunshine of an early winter morning, slowing down in Wantage deferentially past the fine statue of King Alfred. This, incidentally, is the birthplace of the burner of cakes. By the time Marlborough was reached the engine was beginning to take the bit between its teeth, and it required considerable will-power to avoid sustained speed bursts.

## Road-Holding Qualities.

With increased speed came the knowledge that this was no ordinary car in the matter of road-holding qualities. First of all, naturally one is a little apprehensive in a small car as to speed on corners, and the virtually perfect steering must accentuate, rather than otherwise, this apprehension. But it was soon found that in the matter of adhesion the Morris Minor has many larger cars beaten to the proverbial frazzle, a circumstance for which the long semi-elliptic springs and upsway frame are primarily responsible.

In the little village of Beck-hampton the passenger, enlightened soul, made the discovery that we had no destination. A conference was accordingly called, at the conclusion of which the voting was level between Wells, where I had never seen the wonderful clock, and Cheddar Gorge, which my passenger had not seen at all, so it was decided that we should do both. We turned south to Devizes, Trowbridge, and Frome, skirting Shepton Mallet, and in very good time arrived in the ancient city of Wells.

Everybody ought to visit Wells, at the foot of the Mendip Hills. The Cathedral, begun in the

middle eleven-eighties by Bishop Reginald de Bohun, was over 150 years in the building, which looks as though they had a Housing Committee even in those days. The clock I had come to see is in the north transept, and records not only the hours but also the movements of the moon and planets. Boasting also a moving procession of apostles, it is a typical example of the period when medieval clock-makers vied with one another in genius all Europe over. The Palace, too, moated and imperious, built by Jocelyn at the beginning of the 13th century, may also be commended to the visitor.

We now headed for Cheddar, which is but a modest eight miles from Wells, where a halt was made for lunch.

## Unfriendly Weather.

Emerging, we found that the weather, friendly in the morning, had turned against us. Rain was falling in a steady drizzle and the town, so bright an hour since, was now dismal in the extreme. The Gorge was very magnificent and very wet.

The engine, having a matter of a further hundred miles recorded on the speedometer during the morning, was now getting ready for liberties, and, with a pause here and there to admire the huge cleavage in the earth's crust which is Cheddar Gorge, we steadily climbed. Top gear was held until the steeper portion near the top was reached, when a change was made momentarily, and after a few yards top was re-engaged.

Thereafter there is little to record—at least, perhaps we should say there was plenty to record but the weather was too bad to justify recording it. It continued to rain in Bradford, in Melkham it rained some more, at Calne it poured, and by the time Avebury was reached it was a typical wet day.

But with the forward windows closed and those at the back open over so little for ventilation purposes, we were as snug as could be.

## Opening Out.

Between Avebury and Broad Hinton it became apparent that the engine was getting sufficiently free to indulge a speed burst. On a flat stretch 53 m.p.h. was attainable and should be easily sustained, but in view of the fact that, as already pointed out, our engine was little better than new, as soon as our curiosity was satiated we returned to a speed of 30 m.p.h., which the little car will maintain up hill and down dale for hours on end.

Swindon is never at any time an exciting sort of place. The railway industry upon which the town depends for its bread and butter does not apparently make for merriment. On a wet day it is simply gloom epitomised—a sort of large-scale deserted village. Nevertheless, as soon as we stopped for tea the populace gathered round our car as wasps round a picnic jam jar. Big girls and little girls, plus-fours youth, elderly dames macintoshed and umbrellaed, halted in the rain to look at us. A bearded veteran, who you would think would not know the difference between a Six and a Cowley, knew that here was a Morris Minor, and told the company.

You are wondering what we were doing in Swindon if our destination was Maidenhead and it was a soaking wet day, considering we were on the main road home at Calne. The explanation is that I have a standard hill on which I judge my cars, viz. Whitehill, just out of Henley.

This hill has the bridge at its foot followed by a bend, and accordingly brings many a stout car out of top. Countless cars of imposing men are humbled into second on the last few yards.

Had my Minor failed in a clean ascent I should not have wopt. It would have been in noble company. But despite the fact that a congress of cars on the bridge caused us to come to almost a dead stop, we purged up the gradient at a round thirty without a change. And so home.

## Praise Indeed.

Altogether I, a soured and critical motor scribe, who spends a considerable portion of his work days in other people's cars, many of which run out at more than the

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## ROAD TRANSPORT.

Thornycroft Performances.

## THE NEW "J.J." MODEL.

Some astonishing good performances have recently been recorded by Thornycroft type "J.J." vehicles since the introduction of this new model, which supercedes the famous type "J" Thornycroft—probably the

price of a round dozen Morris Minors, am more than pleased with my purchase. For an £8 tax I have a sturdy four-cylinder over-head camshaft engine, capable of passing practically anything up to a doubt tax size, including many American sixes spoken of as "nifty" in their native tongue. It holds the road like a Ford, corners like a Morris Six, and has a petrol bill for a month about equal with my cigarette ditto for the same period, and if the space inside is substantially less than a Morris Six it is amply sufficient; such as to permit of a non-stop century with a total absence of fatigue.

most successful British motor vehicle ever produced.

The new "J.J." is designed for bigger loads of 5 to 6 tons, the latter on a longer wheelbase chassis, and is equipped with a more powerful engine, pneumatic tyres and other modern improvements which make it so superior to its predecessor.

How very efficient it is was demonstrated during a series of carefully observed runs to and from various destinations up to 150 miles of London. Every time at least 6 miles per gallon was achieved, and on three long runs 6½ m.p.g. carrying full loads of 6 tons with trailer loads in addition varying from 8½ to 6½ tons.

Average speeds of from 17 to 20 m.p.h. were maintained, varying with weather and traffic conditions, the latter figure being averaged throughout a 150 mile run to Nottingham and back. Even a run through London of over 50 miles, making 21 calls, hauling a total vehicle and trailer load of 12½ tons revealed the remarkably economical figure of 6 miles per gallon of petrol.

No wonder Thornycroft "J.J." vehicles are already being put into service by experienced users, and the new model promises to excel the reputation of the Thornycroft "J" type which was so remarkably efficient in its own time.

## CORRESPONDENCE.

## THE PRAYER BOOK.

[To The Editor of Hongkong Telegraph.]

Sir,—When I replied to "Diogenes" first letter I thought he and I had something in common, but his reply leaves me in doubt, for he now sounds like one of the generation of vipers! I hope he is not, and until I am convinced he is one I will try to correct him, and we will exchange cards when the correspondence is ended if he is willing to reveal his identity.

He asks why I want to spank the Bishops? The Bishops wasted tens of thousands of pounds over the Deposited Book before it was rejected, and now they are throwing good money after bad in an effort to save their faces.

After the second rejection of the Book by Parliament, the Bishops issued a statement, the exact meaning of which was marked by obscurity. It will be asserted that this post-rejection statement by Lambeth is not a ruling of the Bishops, but only a basis of further discussion with the clergy and people. The long-suffering British public would accept this assumption if the rejected Book were not being printed in various attractive styles which are obviously intended for use in public worship. It is this action of the Bishops which strikes so many people as jesuitical, and which is creating so much ill-feeling.

We all agree that the Bishops' task is a sorry one, they have a large number of unicorns in the ranks of the clergy who are good fighters, and even among the laymen there are many who can give their Lordships a good deal of trouble. Even if one concedes that the Bishops are acting in the way they are in the interests of the people, because they realise that the inferior clergy and laity need a great deal of education to extricate them from the fear and confusion which has followed the Parliamentary fiasco of 1928, one cannot agree that they have a right estimate of English mass psychology. The British public do not like such methods.

Surely the Bishops are trying to serve two masters, and the result will be liturgical monstrosities, to say nothing of canonical Siamese twins.

"Diogenes" takes me up on the question of superstitions, both legal and illegal. I am a religious man and know the dangers of becoming superstitious, but I prefer to err on the side of superstition rather than that of profanity. Therefore why trouble about the Rejected Book? Simply because it goes too far on the superstitious side. That is why it was rejected.

Again, "Diogenes" says I have not answered his opinion that "the breach is widening into a religious naught." I did not take it up because the meaning was not clear. It is true that "The windy sheep look up and are not fed," but the sheep are hungry and there is a greater demand for true religion in the world to-day than ever. If "Diogenes" means that the fact that the mass of the people lie outside any form of Christianity is evidence that "the breach is widening to a religious naught" I must disagree with him, for there are surely reasons to believe that the Spirit of Christ is found in very large communities of people who have nothing to do with organised Churches or the dogmas of the Church.

When the revival comes it will come through these men who can say "I was no prophet, nor was I a prophet's son, but the Lord called me."—Yours etc.

SENEX.

Hongkong, Jan. 17th, 1929.

## THE MACDONA PLAYERS.

Sir,—The close of the "season" of Bernard Shaw, with which the Macdonas Players have been entertaining us for the past fortnight, seems to offer a fitting occasion for bringing to light what seems to me a weak point in most of the Press notices. The reviews of our artistic productions, whether of painting, music, or drama often suffer from a most depressing uniformity. Hongkong reviewers possess a stock of phrases which can only be described as general.

One particularly violent specimen is the "capable performer" phrase. How often do we read it? "So and so gave a very capable performance." "Capable" is a word that should be permanently barred from all reviews. "Adequate" is another. One can think of half a dozen more. The effect of most of these reviews is to give us no idea whatever of the subject reviewed, but a very strong one of the reviewer as a condenser, which characteristic is, we feel sure, far from applicable to the hard-working members of the Hongkong Press.

But what, they may say, are we to do if you deprive us of all our adjectives? The one thing that

(Continued on Page 10.)

## REFUSAL TO SAVE COMRADES.

## "THE SEA IS TOO ROUGH."

Liverpool, Dec. 17.

An allegation that rescued members of the crew of the Spanish steamer *Delfina*, which was wrecked on the Skerries, off Anglesey, yesterday, refused to go to the help of their comrades was made by the chief officer of the *Delfina* when the crew were landed here to-day.

When the Huntsman approached the *Delfina* in response to an S.O.S., the chief officer and 17 of the Spanish crew of 34 rowed through mountainous seas towards the Huntsman.

The captain of the Huntsman called for volunteers to return to the *Delfina* for the remainder of the crew, but the 17 Spaniards, the chief officer said, shrugged their shoulders and said the sea was too rough. The lifeboat was manned by the chief officer of the *Delfina* and a Huntsman crew.

"I have never taken part in a rescue in such trying circumstances," said Quartermaster Owen, of the Huntsman.

"We went back to the sinking ship," he added, "and brought off the remainder, including a 15-year-old cabin boy. When we got almost alongside the *Delfina* we were in danger of being washed on to her deck. The *Delfina* looked like going down bow first."

"We were about six hours in making the rescue," he said. "We thought our lifeboat would have capsized. It was most difficult work getting the Spanish sailors on board, but we succeeded in bringing them all off and getting back to our ship safely."

## EXCHANGE RATES.

London, Jan. 18.

Paris	124.05
New York	185 1/16
Brussels	34.91
Geneva	25.22
Amsterdam	12.09
Milan	92.70
Berlin	20.305
Stockholm	18.145
Copenhagen	18.185
Vienna	34.495
Prague	163.3
Helsingfors	193.7
Madrid	20.71
Lisbon	110.74
Athens	375
Bucharest	808
Rio	5.29/32
Buenos Aires	47.12/32
Bombay	1/6 1/2
Shanghai	2/6 3/4
Hongkong	2/0
Yokohama	1/10 9/32
Silver (spot)	23.3/16
Silver (forward)	20.5/16

—British Wireless.

The P. and O. s.s. *Naldara*, from Hongkong, arrived at Marseilles on 18th January at 8 a.m.

never seems to occur to some of our reviewers is to say quite simply whether they enjoyed themselves, which parts they enjoyed the most and why. They could also draw comparisons. They have no doubt heard of other works of art, seen other plays, and read books.

We should get, if not much of an idea of (say) the play, at any rate a view of the reviewer that might be interesting.

Another aspect of this sad uniformity is that all performances are usually treated alike, whether they be the struggles of a band of amateurs or the well-rehearsed work of experienced professionals. I am not suggesting that there is anything to complain of in such reviews as were given, for instance, of the local composers' concert the other night. These, on the whole, were interesting and well-informed, but the other shows have been less fortunate. Is Hongkong such a nursery of amateurs that its Press should emulate the columns of a parish magazine?

Not so very long ago our local actors and actresses, performing admittedly mostly for their own pleasure, were reported on as though they were Gerald du Mauriers or Gladys Cooper. Yet when a little while later Mois-eitch brought his world-famed art to our theatre, few people went to hear him and as for reviews he either received none at all or (except in one case) encomiums of a cool superiority compared with those bestowed on the artists of say "Tom Jones."

Let us, therefore, not allow the Macdonas Players to leave our shores with the impression that some of the Hongkong reviews are all that we think of them. We may not all see in Mr. Shaw a messenger of political philosophy or even a satirist of a very high order, but for pure fun he is hard to beat. This the Macdonas Players evidently appreciate and for the pleasure their experienced and restrained performances have given us, they have our grateful thanks.—Yours, etc.,

A MAN IN THE STREET

Hongkong Jan. 19, 1929.

## FANLING HUNT MEETING.

## THE CHANCES OF THE PONIES DISCUSSED.

[By "Ringtail."]

All roads will lead to the Kwantl racecourse this afternoon, when the Fanling Hunt will serve us with one of their best offerings in the form of an interesting steeplechase meeting.

His Excellency the Governor and party will be present and to add to the success of the meeting, by kind permission of the Commanding Officer and Officers of the King's Own Scottish Borderers the Regimental Band will submit a well-selected programme of music on the lawn in front of the Members' Stand.

Quite the best of our performers over the sticks will be in action and as nothing seems to be sticking out, punters should have a good day generally.

The principal race of the day should evoke considerable interest by reason of the superiority of the ponies engaged and the fact that six out of the ten entries are representatives of the K.O.S.B.'s who are camped alongside the race course and have had lots of opportunity of getting their ponies wise to the course. Ace of Spades, James Pigg and Dumbell are the most likely candidates amongst the entries, which means that the race should provide a good deal of excitement around the pari-mutuel in an effort to get a humble bet on the fancied one.

Dr. Reddy, who rides with great judgment, looks to me to have a very good winning chance in some of the races if past performances can be a guide, and the chances of Mr. Shillington also look rosy if the accident which happened while schooling a pony last week does not cramp his style.

The train which leaves Kowloon at 1.50 will get racegoers to the course in time to see the first race, which should prove a very interesting affair as some stock performers are engaged in this event. Buses have been engaged to meet the train at Fanling and will convey passengers to the course for a small charge of 10 cents. Soldiers and sailors in uniform are admitted half-price to the public enclosure. My selections are:

## January Plate.

1. Aristophanes.
2. Durham.
3. Caviare.

## New Year Maidens.

1. Newfoundland.
2. Target.
3. Bay Rum.

## Winter Handicap.

1. My Lady.
2. Shang River.
3. Lock Rannock.

## Grand Military Cup.

1. Ace of Spades.
2. James Pigg.
3. Grey Eyes.

## Good Resolution Stakes.

1. Mowgli.
2. Blotting Paper.
3. Social Call.

H.M.S. *Kent*, flying the flag of the Commander-in-Chief, China Station, left Labuan on Friday for Kuantai. H.M.S. *Berwick* left Nimrod, South this morning for Shanghai.

## HEALTH LECTURE.

## MR. CLARKE IRVINE TALKS ON SANITATION.

Likening the human organism to a steam boiler, and picturing its various functions which at normal will produce perfect health, Mr. Clarke Irvine, who is in Hongkong presenting "The Birth of a Flower" especially for schools, delivered an interesting health lecture in the Theosophical Society hall on Thursday evening, on "Health." He is the author of a book on this subject, and quoted at length from it, stressing the need for humanity to practice bodily sanitation "through the four great sanitation departments, the lungs, pores, kidneys and intestines."

"Sanitation prevents death," he stated, "and if you are internally unclean, your body becomes a garden of germs which speed an untimely end. The picture of a boiler with ashes clogging the firebox is true with the human body. If you do not remove the results of combustion of food, old cells, waste, poisons, etc., they will remove you. So eliminate regularly via the four great sanitation departments: the skin, by perspiration from exercise or work and air bathing; the lungs, by conscious full deep breathing; the kidneys, by plenty of water drinking, and the intestines by natural raw foods, which make two or more natural, normal actions daily."

"The skin and lungs do most of the breathing. That is why they need plenty of sunshine and fresh air. Stifle either and the refuse goes back on the other organs. Your radiator, the skin, and your 'absorber,' the lungs, must be kept clean."

"The kidneys filter and throw out acids and other wastes. Use them, don't denude them with drugs and stimulants. Drink plenty of pure water and eat lots of fresh watery fruit and leafy vegetables—mostly raw—or only gently steamed. Beverages ruin these delicate and highly important organs. Butter and other animal fats work a handicap on them also."

## The Diet Question.

"The intestinal tract is a long story—about 30 feet long! Meat putrefies here. So do bad food combinations. Paste, starches, white bread and cakes, stick here. Eat simply, naturally. The finest foods are cheapest. One kind at a time is best. This long tract, or hall, must be swept clean daily. Live food makes live people. If you are going to eat animals, eat 'em alive, not dead and putrefying, for decomposition sets in immediately after death. Every piece of meat is swarming with bacteria which grow in all dead flesh—and which form poisons in the body. Diet is your way to health!"

"Do not torture this delicate intestinal membrane with cathartic or laxative salts, oils, enemas, dilutions or wrong foods as inorganic salt, pepper and hot things which must only be eliminated, not used in the body anywhere. The result is achieved, and the movement takes place, but at a terrible strain and a robbing of the blood of its moisture. Medicines do not really act upon the bowels so much as the bowels act upon the poison to save the life of the user, for if they were allowed to remain and be absorbed the person would be killed. Bowel action is most important. Ninety-five per cent. of Europe, America and the world has constipation to-day! We are fully two-thirds out of balance for we eat three meals and more a day and think we are in condition if we eliminate the ashes only once a day! (Continued on Next Column.)

## The Very Idea!

Some startling toilettes have recently appeared in Paris. One woman was seen in a pale silk frock covered with a lightly etched design, which turned out to be a map of the city. Amid the tracery of the boulevards and avenues with their outstanding features—the Louvre, Notre Dame, Arc de Triumpe, and so on—the pale green Seine looped the loop across her back, winding from the city island to the Bois de Boulogne. A handsome woman, who owns a racing stable, was in white silk, upon which were embroidered, in colours, horses and jockeys racing towards a winning-post. A professional dancer had her own figure in airy pose painted on the border of her flounced skirt, and sleeves.

"What does the formula A.S.203 stand for?"

"Er... I've got it on the tip of my tongue."

"Well, spit it out quick—it's arsenic!"

Husband at Tottenham—I was taking my baby to church to be christened. Magistrate—A splendid occupation for a married man. Man, summoned at Highgate for assaulting another man—Didn't you hit me back? Complainant—No, I had not time. I had to go to work.

Solicitor at Willesden, to a policeman—I hope you are not indulging in imagination. Magistrate—He is a poor sort of policeman if he has none.

Mr. C. Harris, a Chicago restaurant owner, has petitioned for a divorce from his wife. He complains that she refuses to stop chewing tobacco.

[A woman motorist, fined for obstruction, pleaded that she was only buying a new hat. This was said to have taken three-quarters of an hour.]

A lady is buying a hat. How long should she take about that?

It's no simple matter. Consulting a hatter, With his whims about brims, And the headgear that "suits," And the kind that will make you look fatter.

Though her car may be standing outside, And policemen will not be defied, Why should damsels who's tarried Be hustled and harried? The force should, of course, Have some kind of remorse, Since its members are frequently married.

I claim that the verdict is wrong That calls forty-five minutes too long.

Any maid would deny it Gave leisure to try it. It's unkind, to my mind, That a girl should be fined Who can manage thus swiftly to buy it.

Sandy was learning the bakpicks at home. Proudly he paraded to and fro in the kitchen skirling to his heart's content. Eventually his patient wife ventured a mild protest.

"That's an awfu' noise yer makin', Sandy," she said. Sandy sat down, removed his boots, and once more commenced his parade.

The Rev. H. D. Hanford, vicar of St. Michael and All Angels, Leicester, writes in his parish magazine: "Religion has suffered from short-time and seasonal depressions as much as trade. Summer Sunday trips, with wireless services held in armchairs, are too much for some of our latter-day saints."

From the "agony" column of a London newspaper: "If the gentleman smoking a cigar in the fourth row of the Plaza on Wednesday night still wants to know what was burning, he may be interested to hear it was the fur coat of the lady in front of him. If he cares to make good the damage, write to—E., Box..."

## Basis of Sickness.

"Constipation is the basis of sickness. The only preventive for clogged intestines is, first, a short fast, under proper direction for three to seven or ten days, right diet on fruit juices and raw vegetables, water drinking inside and out (through the pores), exercise and deep-breathing. The only correct diet is natural raw foods. These carry and hold water in the two intestines, which absorb moisture as needed, all the way to the end of the journey. The explanation is that at the end of the trip, in the colon, the volume of bulk is supposed to give moisture in exchange for poisons and wastes, because the colon absorbs more water than any other part of the long tract, and the blood and lymph need water to carry to the various parts of the great body system to keep it healthy, ventilated—and in health prosperity."

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COTTON " " " \$ 8.50 to \$15.50

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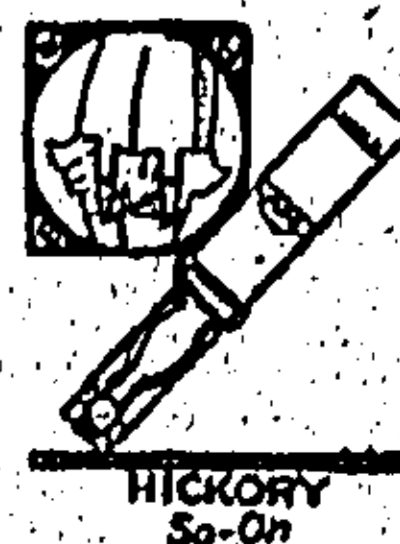
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ALL MODERATELY PRICED.

Make Your Selection Early!

## YEE SANG FAT



HICKORY So-On Garters



"Here I've spent all summer growin' these Santa Claus whiskers and I didn't get the job."

## TO-MORROW AT THE CINEMAS

### WILLIAM HAINES

Scores again  
in his latest  
laugh hit—



## THE SMART SET

A rollicking story of love  
and polo.

TO-MORROW AND  
MONDAY.

AT THE

### QUEEN'S

At 2.30, 5.10, 7.15 and 9.20

## HAROLD LLOYD

### Hot Water

The famous comedian in  
his funniest mood!

TO-DAY AND  
TO-MORROW

AT THE

### WORLD

At 2.30, 5.10, 7.15 and 9.20

A spectacular picture of  
ancient Egypt with the  
star of "The Way of All  
Flesh" in another powerful  
role!



## THE LOVES OF PHARAOH

with TAIL JENNINGS, DAWN SEYMOUR  
and HARRY LIDTKE

TO-DAY AND  
TO-MORROW AT THE

### STAR

At 5.15, and 9.20

Matinee To-morrow at 2.30—  
MADGE KENNEDY

IN  
"OH BABY"

## LOCAL HOCKEY.

### SIM SHIELD TOURNAMENT COMMENCED.

The first of the series of hockey matches in the Sim Shield competition was played on the United Services Recreation Club ground, yesterday afternoon, between the Royal Navy and the Army, the game going in favour of the military team by three clear goals.

The Army players showed superior combination, and throughout the game took up the offensive. They found Lieut. Taylor equal to the occasion and always had difficulty in netting. Several times they nearly scored, wild shooting being one of the failings of the Army forwards, who however, showed better accuracy in their passing than their opponents.

Capt. Dobbie was the first to find the net for the Army team. Surg. Lieut. Com. Phillips, the Navy captain, in attempting to save the shot from Dobbie, had unwittingly obstructed the goalkeeper.

The Navy broke away on occasions, but all their rushes were fruitless.

There was no further score before half-time. After the interval the Army again took up the attack and after play had been in progress for some time, scored two further goals through Dutton.

### LADIES' MATCH.

Hongkong and Kowloon Players to Meet To-day.

The return hockey match between the Hongkong Ladies and the Kowloon Ladies will be played at King's Park this afternoon starting at 4 p.m. sharp.

The following will represent the Hongkong Ladies' Team: F. M. Stevenson, A. Owen Hughes, M. J. Jarvis, N. McNeillie, E. S. Laing, E. R. Bell, B. Baker, M. Hansen, M. W. Wallace, M. B. Bird, and D. Stanion. Reserves: F. Cousins and I. C. Bell.

The following will represent the Kowloon Ladies' Team: M. G. Groundwater, D. Pinguet, H. Eastman, M. White, M. George, M. Mason, L. Dand, E. S. Woolley, V. Eastman, M. Woolley and M. Bryson.

Reserves: B. Hurst and M. Groundwater.

The first match was won by the Hongkong team by four goals to three.

### Hockey Club Teams.

The following will represent the first eleven of the Hongkong Hockey Club in their match with the Queen's Regiment at 4.45 on Wednesday at the U.S.R.C. ground—K. Tail, J. Rodgers, W. Woodward, L. A. R. Duncan, E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, G. E. R. Divett, B. D. Lawrence (captain), G. R. Vallack and C. C. Francis.

The second team, to meet the Punjab Regiment at King's Park at 4.50 on Monday, will be: A. N. Other, J. Duncanson, L. P. G. Greig, L. W. Shewman, A. R. Batavia, W. A. Novara, H. V. Parker, T. J. Price and E. C. Fincher.

### MACAO RACES.

#### ENTRIES FOR THIRTEENTH EXTRA MEETING.

The following are the entries for the thirteenth extra race meeting at Macao to be held on Sunday, January 27:

The Non-Winners Handicap—6 Furlongs.  
May (161), Desert Star (152), Tartar (155), Cavalier (155), Dzingbong (145), Tap Sinc (150), Desert Wind (155), Andantino (145), Doubtful (143), Silver Mine (140), Spring Day (145), White Mist (149), L. C. Bill (142).

The New Year Handicap—1 Mile.  
The Haugh (140), Twilight Eve (149), Nara Stag (155), Mowgli (170), As You Like It (144), Loyal Henchman (145), Andantino (136), Sutherland (158).

The Class Handicap—1 1/4 Miles.  
Sunning (153), My Lady (164), Bright Prospect (147), Panling Stag (145), Nara Stag (140), Mowgli (154), Ma Kau Sinc (181), Ching Hoi (130), Wuchang (140), Veloz (140).  
The New Year Novices Race—1 Mile.

The Haugh, Caviere, Sunning, My Lady, Bright Prospect, Panling Stag, Wuchang, Westlake, Amusement Tax, Silver Mine, Sutherland, Veloz, Monument, L. C. Bill, Blue Wood, Aristophanes, Cavalier, As You Like It, Kwongchow, Zircon II.

The New Year Stakes—1 1/4 Miles.  
My Lady, May, Bright Prospect, Panling Stag, Wuchang, Westlake, Amusement Tax, Veloz, Silver Mine, Monument, Blue World, Aristophanes, Tartar, Cavalier, Desert Wind, Ma Kau Sinc, Loyal Henchman, Ching Hoi, Kwongchow, Zircon II, Doubtful, Glory.

The Farewell Plate—6 Furlongs.  
May, Desert Storm, Silver Mine, Spring Day, White Mist, L. C. Bill, Tartar, Dzingbong, Tap Sinc, Desert Wind, Andantino.

### LOCAL CHESS.

#### KOWLOON CLUB CHAMPIONSHIP.

H. W. Randall has won the Championship of the Kowloon Chess Club with a total of 8 1/2 points out of a possible ten, his nearest opponent being Sequoia who has already lost two points. Randall played his last match last night against D. E. Carvalho and gained a lucky victory. Towards the end of the game he was rather weakly played by both men.

Only one match was played last night, the other two games being postponed. Sequoia was to have met S. G. Hayes but owing to the indisposition of the latter the game had to be put off until a later date. At present Sequoia is half a point better than Hayes but both are still fighting for second place.

## BLACKMAILER TRAPPED.

### THREATENING LETTER SENT TO A HOUSEMAID.

Blackmailing letters written from Wales to a housemaid employed near Hyde Park were read at the Old Bailey, when Daniel Davies, aged 29, was sentenced to 21 months' imprisonment for demanding £250 with menaces.

Mr. Seaton, prosecuting, stated that the housemaid, Miss Mary Rose, received a letter bearing the Cardiff postmark and signed "Will Richards," asking for money to get to France. She took no notice of it, and got a second letter from Pontypridd, which read:

"Prepare yourself. I have warned you unless you reply by return of post to this letter I shall feel justified in giving information to your mistress and the police. So if you are wise do as I ask you, as you are liable for imprisonment, and there are three others willing to give evidence against you."

Miss Rose, he said, informed the police, and on their instructions sent a reply, with the result that Davies was arrested.

Davies said that he had no intention of blackmailing Miss Rose. It was a mad prank.

Detective Sergeant McTaggart stated that Davies had had several convictions and had done no work for years. He got to know about Miss Rose through a man he met in prison. There was nothing whatever against Miss Rose.

If more people would go to the police, said Mr. Justice Swift, in passing sentence, blackmail would be much less dangerous.

## ELECTRIC KETTLE DEATH.

### OFFICIAL REPORT ON PORTER'S FATAL SHOCK.

Precautions in the use of electric cooking appliances are suggested by Colonel A. C. Trench, the Ministry of Labour inspector, who has been investigating the death of P. V. Stocker, a kitchen porter, who was killed by a shock from a fish-kettle in an L.N.E.R. dining-car.

Colonel Trench, in his report, states that he found difficulty in definitely ascertaining the cause of the accident.

"The use of electric cooking in trains offers various advantages, in addition to the most important one of the elimination of gas cylinders from the vehicle," he says.

"The ever-increasing use of electricity for domestic cooking, under conditions which are far less favourable as to expert supervision and maintenance of equipment, indicates that the liability of danger therefrom may be considered almost negligible."

### "THE PATSY"

#### EXCELLENT COMEDY TO BE SHOWN AGAIN.

"The Patsy," the delightful comedy which was well received by audiences when it was shown recently at the Queen's will be shown again at that theatre for one day only—Tuesday next. Miss Davies, in her own bright and breezy manner, portrays a young girl whose sense of humour is irrepressible and who, despite her many worries always finds the humorous side to things.

The story is that of "Patsy," the young sister of a family, who is not content to sit by and see all the good things of life heaped up on the shoulders of her more favoured sister. She starts out all on her own to achieve fame and fortune for herself and eventually succeeds in a highly amusing manner but not until many obstacles have been overcome. King Vidor, who directed "The Big Parade," also directed "The Patsy" and provided an excellent cast which includes Jane Winton, Lawrence Gray and Marie Dressler.

### WILLIAM HAINES.

#### POPULAR HERO COMING TO QUEEN'S.

William Haines, the popular outdoor comedian, returns to the screen at the Queen's Theatre tomorrow in another bright and breezy story of love and polo, "The Smart Set." As usual, this latest Haines success is replete with many original and thoroughly amusing situations. The star will be seen as the son of a millionaire who does not like the thought of having to work for a living but who plays an excellent game of polo. How his bravado continually gets him into trouble is told in a series of cleverly directed scenes. In his own inimitable manner Haines romps through the story affording many laughs during the process of a charming romance. Beautiful Alice Day is the heroine and in her part gives excellent support to the star. Thrills of a real polo game are also included in the picture to make it one of Haines' best comedy efforts to date.

## DISEASES OF THE EAR.

### THE PRESENT STATE OF OTOLOGY.

A great deal of attention has been paid, from the middle of the nineteenth century onward, to the diseases of the human ear. The progress achieved by medical science in general coupled with the results derived from physical research have considerably added to our previous knowledge of the ear in its healthy and in its diseased conditions, and this again has enabled us to enlarge the number of existing remedies and treatments.

One of the most important diseases of the ear with which the otologist has to deal is the inflammation (otitis) of the middle ear. Our present-day methods of surgical treatment have been developed to such an extent that—when all other treatments prove unavailing—they can even be applied in the event of the suppuration affecting the brain. From this remark, however, it may be inferred that the disease concerned is apt to lead to dangerous complications, and this is indeed the case.

Its serious character is due to the smallness and sensitiveness of the human ear in general and to the fact that it is so closely connected, by its position, with the brain centre and several large arteries and veins. Even when the inflammation does not affect the brain, it may happen that malformations are formed in the middle-ear region and that the faculty of hearing may be greatly impaired in consequence. Sometimes the so-called "inner ear," i.e., the actual centre of our acoustic system, is affected in connexion with the inflammation, and as this part is exceedingly delicate, it may easily happen that it suffers irreparable damage.

In order to prevent these and other dangerous developments, the practitioner has at his disposal two principal kinds of treatment, viz., the treatment with or without operation. Whenever it is possible, he prefers the latter of the two methods—a method which, in the majority of cases, leads to a complete cure provided that it is applied in good time. If, however, the right moment has been missed or if it is seen that his application does not tend to bring about the desired result, it becomes necessary to use the knife or the scalpel to lay bare the diseased skull-bones and to remove them. Thanks to the advanced state of medical science, it is always possible to make such an operation painless to the patient, either by the use of local anaesthetics or by the use of general narcotics. In this way an operation is capable of saving the lives of numerous patients, whilst preventing deafness in others.

Need For Specialist.  
From the preceding short sketch it follows that anyone who suffers from any kind of pain in his ears should immediately consult a practitioner who is thoroughly conversant with the treatment of ear diseases. He alone can ascertain whether the complaint is one which only affects the external ear (in which case, however, the pain may also be exceedingly great, so that expert assistance is absolutely imperative) or whether the patient suffers from inflammation of the middle ear. If appropriate treatment is applied at once, the chances of a cure—as has already been explained—are nearly always very considerable.

It has already been emphasized that a neglected case of inflammation of the middle ear may lead to deafness or other serious defects. Sometimes, however, these diseases are due to quite different causes. One of them, for instance, is syphilis, either in its acquired or in its inherited form. In the former case an improvement or even a cure is generally within the realm of possibility if the usual remedies for syphilis are resorted to, whilst in the latter case it is rarely possible to achieve a satisfactory result. Sometimes deafness may be caused by the degeneration of the acoustic nerves or by morbid growths connected with the bones in the neighbourhood of the internal ear, but in the majority of these cases we have no knowledge as to the ultimate causes of these malformations, so that very little—if any—assistance can be given. It is to be hoped that the work carried on in clinics and laboratories with a view to obtaining a better insight into the underlying conditions may in time clear up the matters that are at present still surrounded by so much mystery.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Bassett (1), Rangoon (1), Colombo 3 (8), Measles (1), Pnom Penh 4 (3), Baghdad 1; Cholera, Calcutta (20), Madras (3), Negapatam (2), Rangoon (4), Tuticorin 16 (9), Pondicherry 1 (1), Bangkok (3), Pnom Penh 2, Saigon 2 (2), Canton 1; Smallpox, Aden 1, Bombay 21 (14), Calcutta 4 (3), Karachi 4, Madras 45 (18), Mouline 3, Negapatam 1, Vizagapatam 2, Belawan Deli 2, Pnom Penh 9 (6), Saigon 1, Shanghai (24), Canton 11 (2), Macao (4), Baghdad 2 (12).

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## COMING TO THE QUEEN'S TUESDAY NEXT FOR ONE DAY ONLY.

### WILLIAM HEUGHAN.

#### FAMOUS ACTOR-SINGER ON MONDAY.

William Heughan, the world-famous actor-singer, has on previous occasions demonstrated to the public of Hongkong his remarkable power in song and drama, and displayed that marked versatility which, together with his great voice, has made him world famous. Since last visiting Hongkong he has been adding to his successes in London, New York, Chicago, Montreal, Toronto, and the principal cities throughout the British Isles, Canada, and the United States of America. He is essentially a recital artist, and, as actor, singer and story teller all in one, he is well able to convey the message of his numbers which are taken from the songs of all nations.

His last world tour, which was completed on his arrival in London last May, was considered to be a record for a concert artist. On that tour he travelled upwards of 100,000 miles, almost four times

the circumference of the world—and gave in all 600 recitals. He scored signal successes throughout and received the highest praise from both the Press and public for the power of his art.

Of one of his recital appearances in Chicago, the Chicago Daily Tribune wrote: "Heughan appeared in full control of what I honestly believe is the finest bass voice in the world. To hear him do the folk-songs of the British Isles was sheer delight just because of his voice, but when he moved out into something more vocally ambitious—the Cardinal's aria from the first Act of La Juive, was one—he was amazing. Here was quality, colour, power, depth, and all of the kind one dreams about as an ideal and seldom meets. The numbers he selected were nothing short of gorgeous."

He has returned to the Orient direct from a third tour of Australia, Canada and the United States, where he again scored the successes which have marked his many appearances throughout the Continent of North America.

He will appear in the Theatre Royal on Monday and Tuesday,

when he will present the amazingly diversified programmes which is a feature of his art.

With him as assisting artists are Maud Bell, the distinguished English cellist—an artist well known in London and the capital cities of Europe—and Gladys Sayer, the well-known pianist who was associated with Heughan on his last world tour.

Among the passengers arriving on the President Grant yesterday were Mr. E. J. Cutler, of the Standard Oil Company of New Jersey; Mr. E. F. Rudrauff, of the export sales department of the Studebaker Corporation of America, en route to Singapore; Capt. A. J. Revell, British Army Chaplain, going to Rangoon; Lt. G. D. Custer, U.S. naval officer, en route to Manila; Bishop G. F. Mosser, for Manila; Mr. Alfred Ehrman, President of the Calambra Sugar Estate Headquarters, San Francisco, en route to Manila; several artists en route to the Manila Carnival and a number of tourists.

## G.E.C., GRID & OUT DOOR SWITCHGEAR.

S.E. ENGLAND ELECTRICITY SCHEME.  
BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductor, insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

PIRELLI GENERAL

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SEND FOR THIS FREE BROCHURE

Ninety pounds of wire handles packed in an unreinforced box weighing 43 lbs. and costing 90c.

This redesigned box, carrying the same load, is 17 pounds lighter. Reinforced with Acme Nailless Strap it is stronger than the old box and 26 cents less.

Fifty-five pounds of carbide in cans packed in a box reinforced with two wires, weighing 8 pounds and costing 19 cents.

Reinforced with one Acme Nailless Strap, this box carries the same load, is 21 lbs. lighter and costs 5 cents less than the old one. It is stronger by actual test.

Boxes carrying 48 pounds and 25 pounds of pump parts, respectively. The large one weighs 39 pounds and costs \$1.07. The small one weighs 13 pounds and costs 39 cents.

Redesigned and strengthened with Acme Nailless Strap, these boxes carry the same loads. The larger box now costs 47 cents less and is 17 pounds lighter—the small one costs 20 cents less and is 7 pounds lighter.

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### TEXTILE TRADE AND SAFEGUARDING.

#### BOARD OF TRADE TAKES ACTION.

It is officially announced that the Board of Trade has set up a Committee of Inquiry to examine the application by employers in the wool textile trade for a Safeguarding duty on imported dress goods.

This application has the support of the workpeople in the industry.

The Committee which the Board of Trade has appointed consists of Sir Hubert Llewellyn Smith (Chairman), Mr. George N. Barnes, and Mr. F. R. Davenport.

The terms of the reference are "to inquire into and report upon an application by the Bradford and District Manufacturers' Federation, the Kelhley and District Manufacturers' Federation, and the Textile Commission Manufacturers' Association under the White Paper relating to Safeguarding of Industries, for an import duty on all dyed or undyed imported tissues or fabrics manufactured from warp and weft in a weaving loom (whether in the piece or in any other form) and made wholly or partly from wool or hair, of any weight from 2oz. per square yard up to and including 11oz. per square yard, but excluding felts, rugs, and tailors' clippings."

Communications relating to the inquiry should be addressed to the Joint Secretaries to the Committee, Mr. S. E. J. Brady and Mr. E. W. Reardon, Board of Trade, Great George-street, London, S.W. 1.

#### Wage Conditions.

The formation of the Committee follows the adoption by the National Association of Unions in the Textile Trade early in December of a report of a sub-committee which had been in touch with leading employers in the wool textile trade. The report was not published, but a statement issued by officials of the Union made it clear that the men would support any move by the employers for a further application for safeguarding.

A previous application for an Order under the Safeguarding Act was put forward by the employers in 1925, but this was opposed by the Trade Unions and the application was unsuccessful.

The suggestion was made some few months ago by the employers that, if unemployment showed no signs of decreasing, the only possible way to put the industry on a paying basis would be, either to accept safeguarding, or force the men to receive lower wages.

#### Best For Industry.

The Trade Unionists involved have been meeting the employers for some time past, and their views on what they considered best for the industry was expressed in a statement issued by Mr. Ben Turner, the President, and Mr. Shaw, the Secretary of the National Association of Unions in the Textile Trade, after the Unions' adoption of their sub-committee's report on the subject.

Mr. Turner and Mr. Shaw said that the concluding portion of the report adopted was as follows: "We have, therefore, come to the conclusion that unemployment in the wool textile industry has been, and is likely to be accentuated by the importation of foreign dress goods, and we are of the opinion that with certain limitations the Trade Unions should support the employers in making a further application for safeguarding."

### WOMAN VANISHES FROM LINER.

#### CHANNEL MYSTERY OF PROFESSOR'S WIFE.

London, Dec. 13.

The police of four countries are trying to clear up the mystery of the disappearance of Mrs. Gertrude Davis, a British subject by marriage, the wife of Professor Herbert Davis, of Montreal.

On November 1 she boarded the liner Ausonia at Montreal for Cherbourg. Mrs. Davis was going to Bonn for tuberculosis treatment.

Three hours after the boat left Plymouth for Cherbourg on the night of November 17 Mrs. Davis was seen on deck, but later it was found that she was missing.

A German girl companion who had travelled with her knew of her disappearance, but, it is stated, failed to report it at Cherbourg, her explanation being that she did not want to be mixed up in any trouble. She broke the tragic news to Dr. Adolf Lucas, Mrs. Davis's father, at Bonn.

Mrs. Davis is described as 31 years of age, 5ft. 10½in. in height, with long brown hair and grey eyes. She wore three rings—a wedding ring with the name Herbert Davis and the date of her marriage inscribed on it and a diamond and emerald ring. On the third finger of the right hand she wore a ring containing three diamonds.

### £7,250,000 FUND NEARLY EXHAUSTED.

#### BLOW TO THOUSANDS OF FAMILIES.

London, Dec. 13.

The United Services Fund, which was established nine years ago out of the profits of the Army canteens with a capital of £7,250,000, is already half-way through its resources, and will, it is expected, be non-existent within another nine years.

Capital and interest are being spent at the rate of nearly £500,000 a year.

Thousands of ex-Service men and their dependants receive relief from the fund, as well as many large hospitals, sanatoria and convalescent homes.

Much of the relief disbursed in money or kind will, it is pointed out, have to become the responsibility of the State or of charitable organisations.

#### Many Schemes.

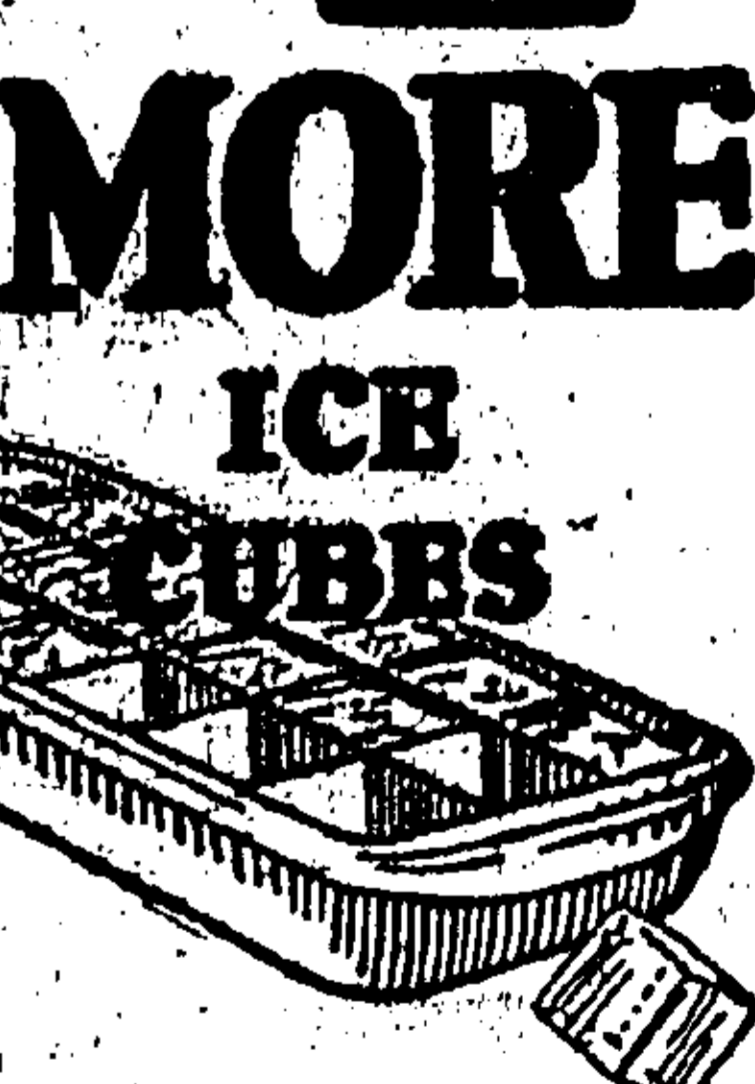
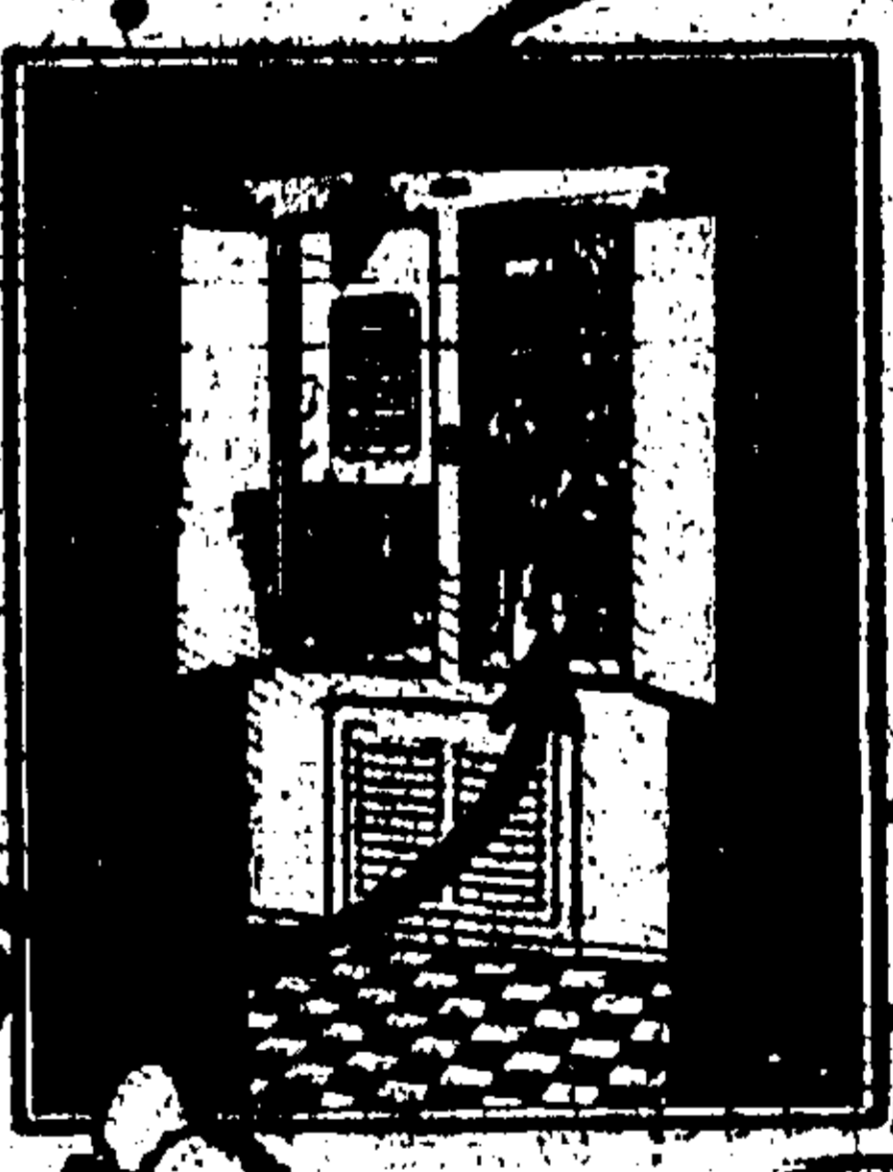
The fund has schemes for—  
Educating poor children of exceptional ability;  
Making grants to ex-Service men's clubs, and  
Boarding-out children to foster parents.

"It is obvious that our institutions, as well as our relief work, will have to be continued when the fund is exhausted," said an official of the fund yesterday. "How they will be continued is a question which our council is already seriously considering. If we were to reduce our expenditure it would only mean that many deserving cases would be neglected."

Lieut.-Col. G. R. Grosfield, a member of the council of management, explained that it was originally intended to spread the fund over another 20 years.

"It was felt, however," he said, "that the money was more urgently needed now, and accordingly it is being more quickly distributed. In nine years time, when it is expended, we hope that the need of further relief will very largely have disappeared."

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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

## SAILINGS 1929.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 4	May 7	May 10	May 12	May 18
EMPERESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPERESS OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPERESS OF RUSSIA	June 20	June 23	June 26	June 28	July 7
EMPERESS OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPERESS OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17

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A/Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

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Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Feb. 22	Feb. 24	EMPERESS OF RUSSIA	Mar. 4
Mar. 8	Mar. 10	EMPERESS OF ASIA	Mar. 15

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Quoted from Pittman's Dictionary of Banking by Wm. Thomson.  
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M.V. "NIPPON"	7th March
SHANGHAI-JAPAN PORTS and VLADIVOSTOK.	
M.V. "NIPPON"	31st January

For further particulars apply to the Agents.

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To MARSEILLES via Saigon,  
Singapore, Colombo, Djibouti  
(Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai  
& Kobe.

D'ARTAGNAN	29th Jan.	G. METZINGER	27th Jan.
SPHINX	12th Feb.	COMPIEGNE	12th Feb.
G. METZINGER	26th Feb.	ANDRE LEBON	26th Feb.
COMPIEGNE	12th Mar.	PORTHOS	12th Mar.
ANDRE LEBON	26th Mar.	CHENONOUAUX	26th Mar.
PORTHOS	9th Apr.	ATHOS II	9th Apr.
CHENONOUAUX	23rd Apr.	D'ARTAGNAN	23rd Apr.
ATHOS II	7th May.	SPHINX	7th May.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transshipment on our mail steamers at Port-Said or Djibouti.

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## HISTORIC VESSEL.

TO BE CONVERTED INTO A CRAB CARRIER.

It will be with a tinge of regret, says the *Kobe Herald*, that most Japanese will learn that the historical *Shinano Maru*, 6,155 tons, is to be converted into a crab carrier, but there may be some consolation in the fact that by this means she is contributing in her old age to the commercial necessities of the country. It will be recalled that the *Shinano Maru* greatly distinguished herself in the days of the Russo-Japanese War in 1904-1905 and led to the ultimate victory by her quick dispatch from the Formosan Strait to Commander-in-Chief Togo when the Russian Baltic Fleet appeared. She has for years been in commission on the Kinkai Yusen Kaisha's Formosan line between Keelung and Kobe, as one of the superior passenger boats of the company, till the present 10,000-ton class boats, the *Asahi Maru* and the *Yamato Maru* were put on that run, after which she was transferred to the company's Yokohama Takao line together with the *Inaba Maru*. It is now reported that both *Shinano Maru* and the *Inaba Maru* have been sold to the Nichiro Gyogyo Kaisha for ¥ 550,000 for the purpose above mentioned for overseas routes.

## PASSENGERS.

### ARRIVED.

Per a.s. President Grant from Shanghai, Japan and U.S.—Mrs. N. Adair, Miss E. M. Adair, Miss J. Ahwee, Master James Ahwee, Mr. F. C. Bonardel, Mr. and Mrs. P. C. Chang, Mr. E. J. Cutler, Lieut. G. D. Custer, U.S.N., Mrs. Choy Sew Hoon, Mr. C. S. Chu, Mr. Emmert, Mr. and Mrs. F. B. Galt, Mr. Ho Pook, Mr. Ho Lee Yoh, Mr. and Mrs. C. P. Ho, Mr. and Mrs. S. P. Ho, Mr. J. Ho, Mr. Hong Ko Shun, Mr. and Mrs. Hu Yoi Chow, Miss P. M. Jacobson, Mr. L. Junginger, Mr. R. Karamchoud, Mr. M. T. Lai, Mr. I. F. Lee, Mr. Y. L. Lee, Mr. Leong Hong Poo, Mr. Leung Ting Sin, Mr. Y. Y. Li, Mr. and Mrs. Low Yick Chuck, Mr. Lo Koon Hing, Mr. G. P. McAlister, Prof. and Mrs. R. E. Moritz, Mr. Max Oertel, Mr. P. H. Reimer, Capt. A. J. Revelle, Mr. E. R. Roxburgh, Mr. and Mrs. E. F. Rudrauff, Mr. Sun Fong Hin, Mr. K. K. Sun, Mr. Tam Chik Ming, Mr. Tan Wah Chan, Mr. Tatz, Mrs. E. A. Tong, Mr. T. M. Tsou, Master T. Y. Tsou, Miss Nellie M. Welton, Mr. S. P. Wong, Mr. W. S. Wong, Mr. L. S. Woo, Mr. T. S. Wu, Miss Yang, Mr. Yang Chow Shau, Mrs. Yang Lee, Mrs. Yang Pong, Mr. Paul Anderson, Mrs. Lois G. Abel, Miss Dorothy Abel, Mr. and Mrs. B. E. Arntzen, Mr. David W. K. Au, Mr. W. F. Barnes, Mr. M. Bunker, Mrs. A. B. Campbell, Mrs. Elsie F. Choise, Mr. and Mrs. A. F. Clark, Miss Olive Carlson, Mr. Raymond Grichon, Mr. Lino P. Duany, Mrs. Mabel Edman, Miss G. Dravsky, Mr. Alfred Ehlman, Mrs. Frank T. Elliot, Master Thomas Elliot, Mr. Edwin Kane Fernandez, Mr. Kori Gronke, Miss N. Gavin, Mr. and Mrs. E. Howells, Mr. and Mrs. Hsieh Cho Ming, Mr. Kin Hua Sun, Mrs. H. K. Kwong, Master Y. C. Kwong, Master Y. K. Kwong, Miss Y. S. Kwong, Miss Y. T. Kwong, Miss Louise Ladue, Mr. W. M. Lewis, Mr. W. Lian, Mr. and Mrs. Luo Koon Lai, Mr. Gordon P. H. Lum, Mr. R. Meyer, Miss A. Neider, Mr. and Mrs. Cyren McCornick, Jr., Mr. and Mrs. S. F. Mosher, Mr. and Mrs. T. Najjar, Miss Y. Najjar, Mr. Miguel Pujalte, Mr. and Mrs. Carlos Soriano, Mr. and Mrs. Ue Cho Yee, Mrs. Geo. P. Van Deusen, Mr. and Mrs. E. Wescombe, Dr. J. C. Yusco.

## CHINA'S ARMY.

IMPORTANT DECISIONS MADE AT NANKING.

Nanking, Jan. 17.

An official communiqué states that important decisions were reached at the disbandment conference this afternoon. All the military leaders were present and also the Finance Minister and the Foreign Minister.

A resolution was passed abolishing all the high military commands established during the war and putting all the armies under the unified command of the Disbandment Commission. This means the abolition of group armies and the direct control of all armies by the National Government.

The conference resolved that all arsenals should be placed under the direct control and supervision of the Central Government.

The conference decided to carry out the practical part of the disbandment programme by dividing the task into six regions geographically, the first four corresponding to the first four group armies, the fifth the Three Eastern Provinces and the sixth Szechuen, Yunnan and Kweichow. The present programme is a reduction in the national army to a maximum of sixty-five divisions, each of about 11,000 men. In other words, this means a reduction of more than half the strength of the present armies.

Even after the programme has been carried out, the strength will continue to be decreased until military expenditure equals 40 per cent. of the national revenue.

The conference passed plans for taking care of the disbanded men, comprising a pension scheme for the disabled and industrial and vocational training.

The conference further resolved that as soon as the Disbandment Commission's regional and district offices have been established all revenues throughout China will be collected and controlled by the National Finance Ministry. The Finance Ministry will remit the troops' pay to the Disbandment Commission for distribution and the six regions will budget to the Ministry for the payment of the various units.—*Reuter*.

## HANKOW EVENTS.

PETERING OUT OF THE BOYCOTT.

Hankow, Jan. 17.  
To-day has been the quietest since the anti-Japanese movement started.

Even the pickets seem to be "fed up," and numerous Chinese have been allowed into the Japanese Concession without hindrance.

The opinion is generally held that the movement has lost its virulence, and that a settlement of the outstanding questions is merely a matter of time and negotiation.—*Reuter*.

Nanking Statement On the Japanese Overtures.

Nanking, Jan. 18.  
The Foreign Office spokesman interviewed, said he was hesitant to commit himself to optimistic

## CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, DUNKIRK, ANTWERP, LONDON and STRAITS.

The Steamship "BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 7th February, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 17th January, 1929.

## SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "SPHINX"

Arrived Hongkong on 15th January, 1929, from MARSEILLES, etc.

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the Underwriter before the Thursday, the 24th January, 1929, or the will not be recognised.

Damaged packages will be examined by the Company's Surveyor Messrs. Goddard and Douglas in the presence of the Consignees at 10.00 a.m. on Monday, the 21st January 1929.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 15th January, 1929.

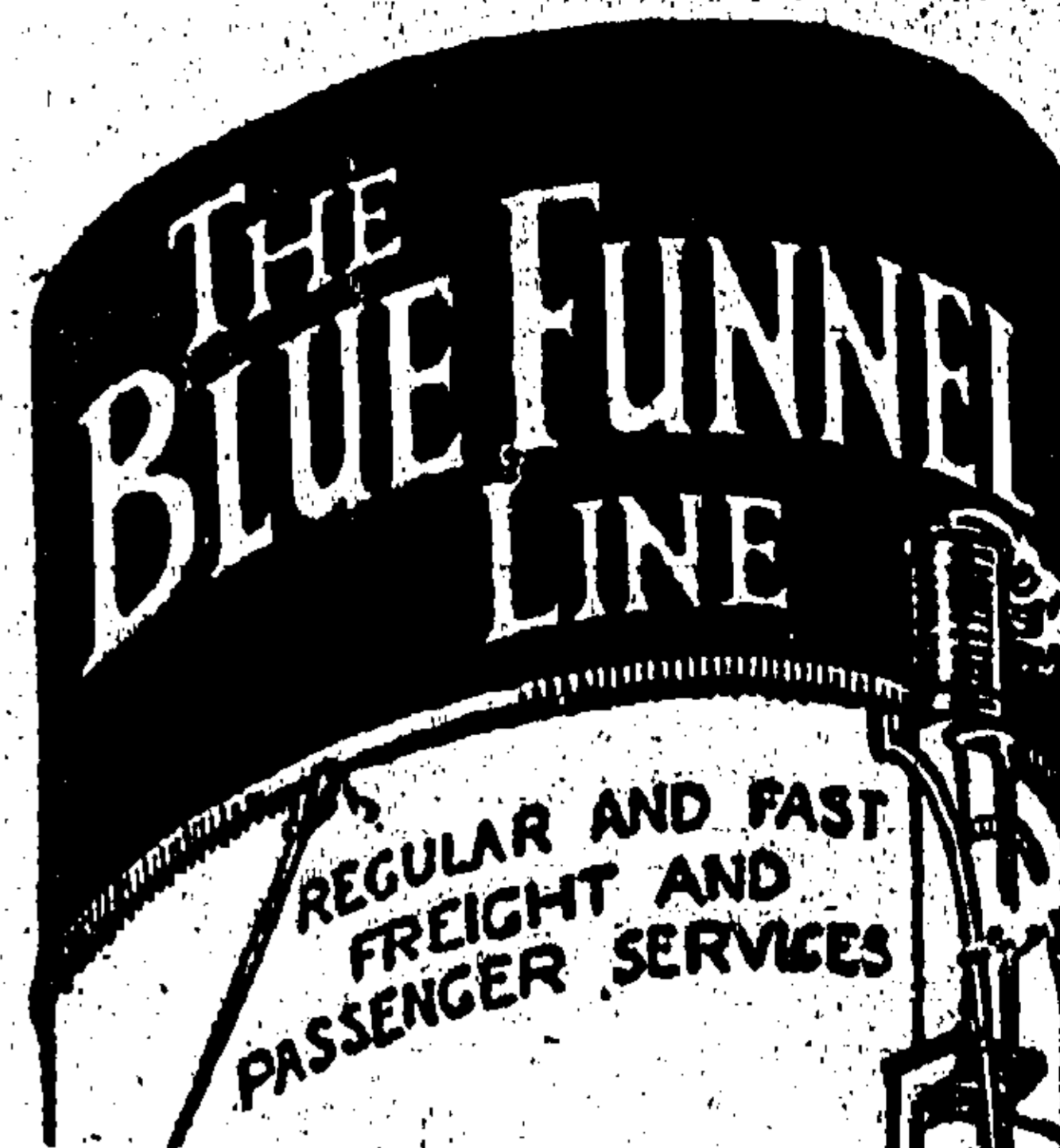
Remarks regarding the coming visit of Mr. Yoshizawa.

The Japanese Minister's Tokyo statement he considered as "seemingly an encouraging gesture by Japan," and went on to say he was happy to hear that Mr. Yoshizawa in his visit would enter into negotiations for the settlement of pending Sino-Japanese issues; but recalling that some believed the purpose of Mr. Yada's mission to Nanking was to tide over the Coronation crisis, he said the National Government officials were wondering if the purpose of Mr. Yoshizawa's mission was to tide over the opening Diet session on January 21.

The National Government sincerely desired a settlement of pending issues with Japan, and sincerely by the Japanese Government would undoubtedly bring about the desired settlement.—*Reuter*.

Tariff Questions.

Tokyo, Jan. 18.  
Speaking in his capacity as Foreign Minister, Baron Tanaka announced that the Cabinet conference on the Chinese-Japanese tariff negotiations, had reached an agreement, of which the draft text for signature was expected shortly.—*Reuter*.



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"BELLEPHON" 20th Feb. Genoa, Havre, Liverpool & G'gow

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via Kobe & Yokohama  
"TALHYBIUS" 24th Jan. Victoria, Vancouver & Seattle  
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## NEW YORK SERVICE

"AUTOLYDUS" 8th Feb. New York, Boston & Baltimore  
"LAOMEDON" 5th Apr. New York, Boston & Baltimore

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Pres. Cleveland	Tues., Feb. 12th	Pres. Lincoln	Tues., Feb. 5th
Pres. Pierce	Tues., Feb. 26th	Pres. Madison	Tues., Feb. 19th
Pres. Taft	Tues., Mar. 12th	Pres. Jackson	Tues., Mar. 5th

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Pres. P. H.	Sun., Feb. 10, 5 a.m.	Pres. Johnson	Sun., Mar. 24, 8 a.m.
Pres. Adams	Sun., Feb. 24, 8 a.m.	Pres. Monroe	Sun., Apr. 7th, 8 a.m.

## To Manila

Pres. Grant	Sun. 19th, 6 p.m.	Pres. Cleveland	Feb. 2nd, 6 p.m.
Pres. Hayes	Jan. 24th, 8 a.m.	Pres. Polk	Feb. 10th, 8 a.m.
Pres. Lincoln	Jan. 28th, 6 p.m.	Pres. Madison	Feb. 12th, 6 p.m.

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TAIPING	8th March	15th March
CHANGTE	9th April	16th April
*TAIPING		

\* Calls at Hojlo.

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"CITY OF KHARTOUM"	London, Rotterdam, Amsterdam & Hamburg...	9th Apr.
"CITY OF DELHI"	London, Rotterdam, Amsterdam & Hamburg...	9th May

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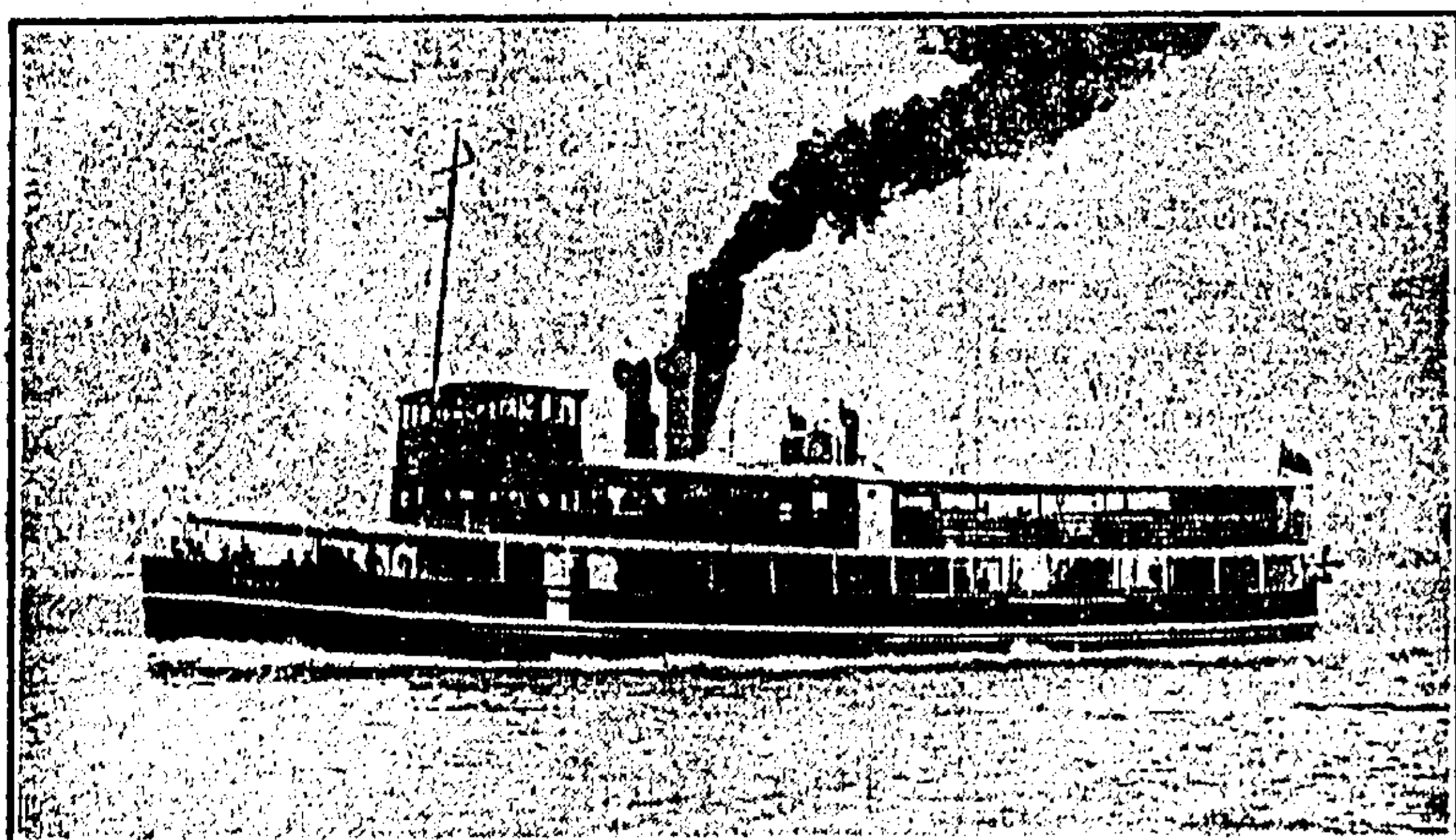
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TO KORE via KEELUNG, SHANGHAI & MOJI	Hosang	Sun. 3rd Feb at 7 a.m.
TO OSAKA via MOJI & KORE	Namsang	Fri. 15th Feb at 7 a.m.
TO STRAITS & CALCUTTA	Suisang Fooksang	Satur. 26th Jan at 3 p.m. Satur. 2nd Feb at 1 p.m.
TO SANDAKAN	Hinsang Mausang	Satur. 19th Jan at noon. Satur. 9th Feb at noon.
TO CANTON	Yatshing	Mon. 21st Jan at 4 p.m.

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Motor Vessel "GLENAGARRY" (Via Oran)	3rd Apr.
Motor Vessel "GLENHIEL" (Via Oran)	1st May.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.	
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Motor Vessel "GLENAGARRY"	18th Feb.
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APPOINTMENTS.

Captain J. D. Whyte, from reserve, has gone master, Nanchang. Captain W. Shaw, of the Nanchang, is on reserve.

Captain J. L. Gamble, of the Kangting, is on reserve. Captain L. Evans, from reserve, has gone master, Kangting.

Captain C. E. Plunkett-Cole, acting Marine Superintendent, C. N. Co., Hongkong, has retired.

Captain T. M. Johnstone, C. N. Co., Hongkong, has gone to special duty.

Captain C. H. Jones, from reserve, has gone master, Soochow. Captain J. A. McCulloch, of the Soochow, is on reserve.

Mr. J. R. Foster, chief officer, Shengking, is on reserve.

Mr. W. B. Paul, chief officer, Yunnan, is on reserve.

Mr. A. H. Mills, chief officer, Fatshan, is on leave. Mr. J. W. Bennett, from reserve, has gone chief officer, Fatshan.

Mr. N. McMillan, from Home, has gone extra second officer, Hsin Peking.

Mr. D. McRae, from reserve, has gone extra chief engineer officer, Tatum.

Mr. R. Bain, second engineer officer, Klukiang, has gone second engineer officer, Wosung.

Mr. B. A. Davies, second engineer officer, Wosung, has gone second engineer officer, Tatum.

Mr. W. Wishart, from reserve, has gone extra chief engineer officer, Hsin Peking.

Mr. N. Anderson, second engineer officer, Tatum, has gone second engineer officer, Tungchow.

Mr. R. H. McLean, second engineer officer, Tungchow, is on reserve.

Mr. J. W. E. Tonkin, third engineer officer, Hsin Peking, has gone second engineer officer, Wenchow.

Mr. J. A. Duncan, second engineer officer, Wenchow, has gone second engineer officer, Yunnan.

Mr. D. S. Goldie, extra second engineer officer, Hsin Peking, has gone second engineer officer, Szechuen.

Mr. A. McVenn, extra chief engineer officer, Shasi, has gone acting chief engineer officer, Wutung.

Mr. L. A. Puddephat, extra third engineer officer, Shasi, has gone third engineer officer, Wuchang.

Captain W. J. Booker, of the Hopsang, is on reserve. Captain E. L. M. Merrett, from reserve, has gone master, Hopsang.

Mr. W. J. Lawrence, from reserve, has gone chief officer, Kumsang.

Mr. L. Melne, chief officer, Kumsang, is on reserve.

Mr. G. Clarke, chief officer, Suwo, is on leave.

Mr. L. McWilliams, from Home, has gone chief engineer officer, Yusan.

Mr. R. M. Sargent, chief engineer officer, Yusan, is on reserve.

Shipping and Engineering.

The loser by the incident, for later it was decided by the Market Director that, as the bargain had not been completed, the cow was still the property of the seller, and he must be held liable for the money it had unlawfully eaten.

## EXCITING VOYAGE.

COMMENCED IN GALE AND  
ENDED IN COLLISION.

The Glen Line str. Glenogle which arrived in Shanghai last Sunday evening had an extremely eventful voyage. Leaving London on November 24, she encountered the terrific gale which raged for days in the English Channel and received no less than 22 S. O. S. calls during the period of the storm. It will be remembered that many steamers were lost as a result of the terrific gale. The S. O. S. calls received were not from ships in areas to which the Glenogle could proceed and after ascertaining that help was at hand, she proceeded on her way to encounter bad weather in the Bay. In the Mediterranean, she received another S. O. S. call from the str. British Courage which was on fire. This ship was at a point about 50 miles behind the Glenogle. The latter turned back and steamed for three hours when a wireless message was received to the effect that a German steamer was standing by.

The Glen steamer accordingly proceeded on her way after being advised that the crew had been rescued. The British Courage was a total loss.

When almost at her journey's end, the Glenogle, whose master is Capt. W. E. Robert, was involved in a collision in a heavy fog which prevailed in the Yangtze estuary. This last event fortunately has turned out to be not too serious although three vessels were damaged but not to any very great extent. The Glenogle sustained a twisted stem post which will be repaired in Japan as the steamer has more time at her disposal there than at Shanghai. The Ellerman str. City of Bedford was damaged on her port quarter, several plates being stove in. Instructions from head office have not yet been received as to repairs.

The Kiutoan Lightship was also in the affair and she sustained a twisted stem. The revenue cruiser Hsinshing commanded by Capt. Toli, visited the vessel and returned to Shanghai with a report of the occurrence. The damage is not considerable.

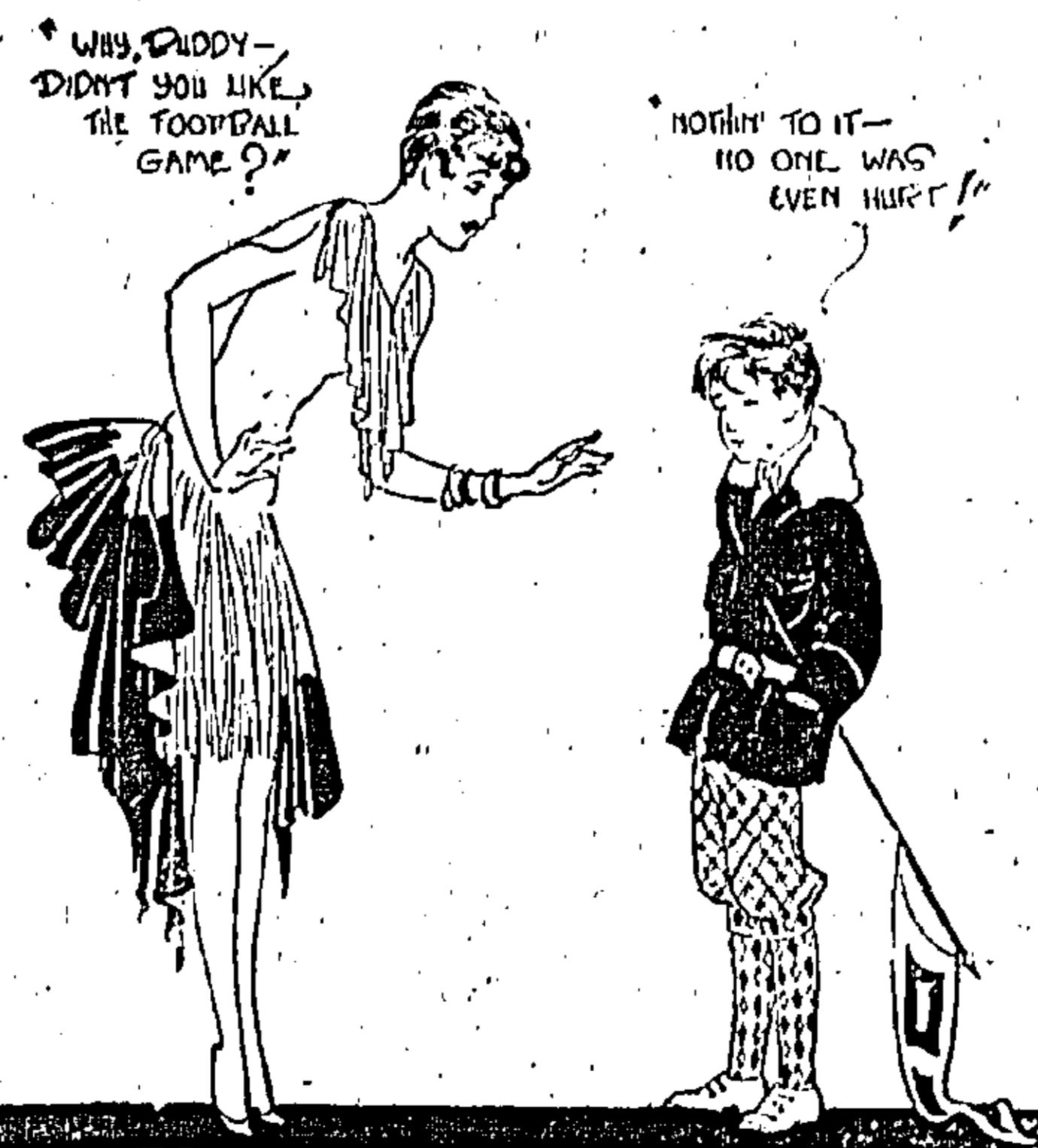
The accident happened in a dense fog in the vicinity of the lightship and it appears that several vessels were in the vicinity. The City of Bedford was apparently ahead of the rest and a Japanese vessel suddenly appeared on the Bedford's port bow.

The latter went astern to avoid a collision and the Glenogle, which was coming up, struck the Bedford on the latter's port quarter. The Japanese steamer sustained no damage but the Bedford also struck the lightship inflicting damage as above outlined. The Blue Funnel str. Sarpeden was also somewhere in the vicinity but had no mishap. Both the Glenogle and the City of Bedford proceeded without aid to their berths.

LETTER GOLF  
SOLUTION.

Here is the solution to the puzzle on another page.  
GIRL, GILL, BILL, BALL,  
BALE, BADE, LADE, LADY.

## THE YOUNG IDEA!



"WHOOPEE - GREAT GUFF -  
THE KEENEST GAME YET -  
- SIX FELLAS LAID OUT -"

P. & O. BRITISH-INDIA, APCAR AND  
EASTERN & AUSTRALIAN LINES.

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S. S.	Tons	From Hongkong (about)	Destination
ALIFORE	5,273	24th Jan.	Straits, Colombo & B'bay
MOREA	10,953	2nd Feb.	Bombay, M'los & London
KIDDERPORE	5,334	7th Feb.	Straits, Colombo & Bombay

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## BRITISH INDIA-APCAR SAILINGS

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TILAWA	10,006	7th Feb.	S'pore, Penang & Calcutta
TAKLIWA	7,936	12th Feb.	S'pore, Penang & Calcutta

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TANDA	6,556	1st Mar.	Island, Townsville, B'bane
ST. ALBANS	4,500	30th Mar.	Sydney and Melbourne

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## SAILINGS TO SHANGHAI &amp; JAPAN

KASHGAR	9,005	20 Jan. D'light.	S'hai, Moji, Kobe & Yok
IPADUA	5,907	24th Jan.	S'hai, Moji, Kobe & Yok
TAKADA	6,949	31st Jan.	Amoy, S'hai, Moji, Kobe & Osaka

Cargo only.

All dates are approximate and subject to alteration without notice.

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Tonyo Maru ... .. Wednesday, 23rd Jan

Korea Maru ... .. Wednesday, 30th Jan

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Kashima Maru ... .. Saturday, 26th Jan

Hakone Maru ... .. Saturday, 9th Feb

Suwa Maru ... .. Saturday, 23rd Feb

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... .. Wednesday 23rd Jan.

Kaga Maru ... .. Wednesday, 20th Feb

BOMBAY via Singapore, Penang & Colombo.

Hakodate Maru ... .. Monday, 28th Jan.

Koyoi Maru ... .. Thursday, 31st Jan.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Anjo Maru ... .. Friday, 1st Feb

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Bingo Maru ... .. Monday, 28th Jan.

NEW YORK via PANAMA.

Tatsuno Maru ... .. Sunday, 27th Jan.

Atago Maru ... .. Saturday, 2nd Feb.

LIVERPOOL via Port Said, Genoa & Marseilles.

Durban Maru ... .. Friday, 25th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

Tokushima Maru ... .. Wednesday, 23rd Jan.

Bangal Maru ... .. Wednesday, 30th Jan.

SHANGHAI, KOBE & YOKOHAMA.

Akita Maru (Kobe Direct) ... .. Sunday, 20th Jan.

Lyons Maru ... .. Sunday, 20th Jan.

Fushimi Maru ... .. Monday, 21st Jan.

Tottori Maru ... .. Monday, 28th Jan.

Cargo only.

Reduced 1st class Excursion Rates quoted between

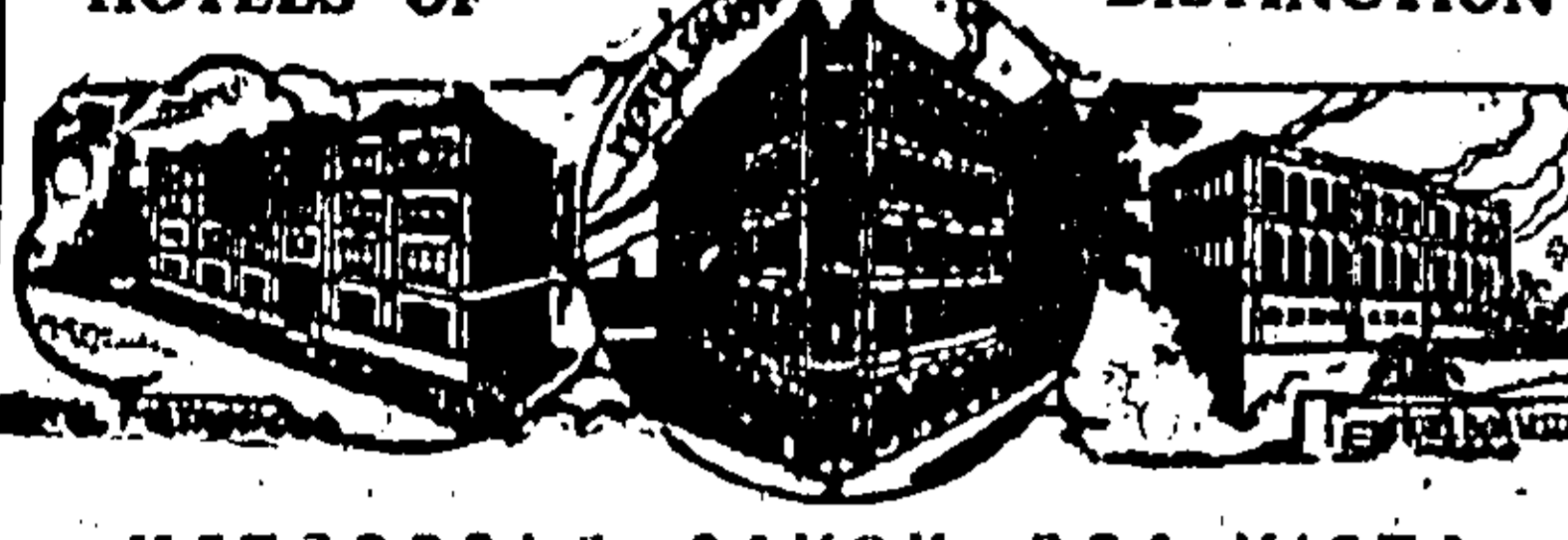
Manila and Australia.

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Most Modern and Central Hotel in the Colony, all Bed Rooms  
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Bar and three Billiard Tables; two in New Billiard Saloon.  
Moderate Terms: families specially catered for.  
Hotel newly renovated. MRS. J. H. OXBERRY, Proprietress.

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After dinner dancing every  
Tuesday, Thursday and Saturday.  
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PRODUCTS DIRECT FROM LONDON MARKET.  
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Courtesy, Comfort, Service  
and Luxuries of Modern Hotel  
Construction  
**THE HOTEL RIVIERA,**  
MACAU.  
Cable Address—"RIVIERA, MACAU."

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## THE KING'S STEADY PROGRESS.

CONVALESCENCE NOW ALMOST IN SIGHT?

OBTAINING PLENTY OF NOURISHMENT.

SPENDS QUIET DAY.

London, Jan. 18.  
The King is making steady progress towards recovery and it is stated at Buckingham Palace to-day that His Majesty's improvement has now continued for a sufficiently long period to give rise to hopes that convalescence is almost in sight.

It is, however, emphasised that one must not jump to conclusions, that the convalescence stage is still some way off, and it is not yet possible to predict when the King will be sufficiently recovered to allow his departure from Buckingham Palace.

The most satisfactory feature at the moment is that the King is obtaining the necessary nourishment. In fact, he is taking food in the normal manner of a very weak invalid.

The King had a fairly good night, and the progress indicated yesterday appears to have been maintained.

At 8.15 p.m. the following bulletin was issued from the Palace:

The King has had a quiet day. His condition is unchanged. The next bulletin will be issued to-morrow night.

The bulletin is gratifying. It reveals that the King is holding on to all the ground gained in the past week. There is every confidence in the Palace.

Queen Out Again.

Her Majesty the Queen this morning motored from Buckingham Palace to Windsor Castle. This is the first occasion Her Majesty has been absent from the Palace for a number of hours since the King's illness began.

Prince George's cold is reported to be much better.—British Wireman and Reuter.

## PLUM TREE YIELDS A PEAR?

"IMPOSSIBLE," SAYS A SCEPTICAL EXPERT.

A plum tree at Castle Gresley, Burton-on-Trent, has, it is claimed, defied all the known laws of botany, and produced a pear.

Mr. J. L. North, curator of the Royal Botanic Society, is sceptical. "Until I see the pear on the tree I refuse to believe it," he said.

"Possibly it is a shrivelled-up plum which looks like a pear, but not fruit with a core of seeds. Millions of years ago, maybe, pears and plums were related; but if that family tie ever existed it was broken so long ago that time has effected the record of divergence.

"I have occasionally heard of a nectarine growing on a peach branch. I have known of almonds and peaches sharing the same tree. Sometimes you will find white and black cherries on one tree. But these all come from the same original; they are of a family.

"Plums are a stone fruit, pears a seed fruit, which makes an insurmountable barrier against them ever appearing on the same tree.

"Apart from their flowers, the only similarity is that they both begin with the same letter."

But the defenders of the Castle Gresley miracle tree refuse to forsake their faith.

## BURIED TREASURE IN BOLIVIA?

BRITISH SEARCH PARTY'S RETURN.

Members of a party of Englishmen who went out to Bolivia to seek for treasure said to have been buried by Jesuits at Sacambaya, arrived back at Liverpool for Christmas on board the liner Orduna. The party originally numbered twenty-three, but the number dwindled as some of them had returned to England previously on account of ill-health.

Those who landed at Liverpool for Christmas expressed their conviction that the treasure, said to have been deposited by Jesuits in 1767 and to amount to millions, can be reached. Although the party encountered tremendous difficulties and hardships, they declared that it was their intention to return and pursue further investigations.

The party which reached Liverpool for Christmas included Col. A. M. Ketlewell, Major F. A. Mansell, Dr. P. B. P. Mellows, Mr. Kenneth P. Herron, and Mr. J. Shotton.

## EXPLOSION IN A PUBLIC-HOUSE.

MAN KILLED AND FOUR OTHERS INJURED.

LIKE CRASH OF BOMB.

London, Dec. 23.

One man was killed and four persons were injured in an explosion which did considerable damage at the Lord Howick public-house, Woolwich-road, Charlton, last night.

Just after 6.30 a terrific report was heard, followed by a crash as if the house had been struck by a bomb.

The plate-glass windows in the front of the premises were blown down, and in the lounge, where the explosion occurred, Ralph Banks, aged forty, of 28, Prospect-place Woolwich, was found dead with terrible injuries about the head.

Mrs. Emily Maud Miller, aged forty-three, of Bonamy-street, Old Kent-road, who, with Banks, had been assisting the licensee with the Christmas trade, was injured, as were also Norman Holt, aged eighteen, and Betty Holt, aged twelve, children of the licensee.

Harriet Hoskins, aged fifty-six, of Siemens-road, Charlton, who was paying the house, was struck by flying glass and injured, and she, Mrs. Miller and the Holt children were taken to Greenwhich and Deptford Hospital. Their injuries are not serious.

Mr. George Miller, husband of Mrs. Miller, said: "I heard an awful bang and could not think where it was. I thought it must be at Woolwich. Then the windows flew out, and the next I saw was my wife being dragged out of the lounge."

Mr. Henry Holt, the licensee, said he did not smell any gas before the explosion; the cause of which was a mystery to him.

Fortunately, there were few customers in the lounge when the explosion occurred.

Ralph Banks, who had been employed at the works of Siemens Brothers, which are near the public-house, was a single man and very popular. He lived with his widowed mother and had a sister.

Loud Booming Noise.

When the explosion occurred men on duty in Messrs. Siemens' factory made a hurried tour of inspection, thinking that it had happened in their building.

"It was a low booming noise, not a loud bang," one of the staff stated. "It sounded like some big underground upheaval. Buildings trembled."

Mr. A. Lambert, a friend of Mr. Holt, who was in the front bar, said: "We were chatting when there was a terrific roar, and in less than a second we were dashed to the floor amid flying glass, smoke and debris."

The explosion seemed to occur between the ceiling of the ground floor room and the floor of the room above. The floor was blown out of the upper room.

Mr. Lambert stated that had the explosion occurred an hour or so later there would probably have been over 100 people in the bar.

## FIRST KOWLOON, BANK.

FEATURES OF NEW PREMISES.

A photograph appears in the Pictorial Supplement of this issue illustrating the handsome interior of the new Kowloon Sub-Agency of the Hongkong and Shanghai Banking Corporation, at the junction of Salisbury and Nathan Roads.

The branch, which is under the management of Mr. W. G. Clark, is now open for all kinds of banking business, and is the first foreign bank to be opened on the Kowloon side of the harbour.

The banking hall, which is modern in every respect, has a handsome teakwood counter, wax polished in its natural colour, surmounted by bronze grilles—the whole of this work being executed by the Hongkong and Whampoa Dock Company, Ltd. Neat signs indicate the various departments of banking business conducted. The flooring is of black and white marble squares, a black marble skirting to the counter completing a rich effect. This work was executed by Messrs. A. Vannini and Co., the marble being specially imported from Italy.

The ceiling plaster work was carried out by Messrs. Arts and Crafts, Ltd., and the electrical work by Messrs. William G. Jack and Co., Ltd. Special strong rooms have been constructed by the Hongkong Engineering and Construction Company, strong room doors and safes being by Messrs. Chubb.

The architects were Mr. Geo. Grey, F.R.I.B.A., F.S.I., and Mr. J. Bentley Hawker.

Mr. H. J. Enthoven, the Cambridge and Middlesex cricketer, is engaged to Miss Margot Gulliland, of Hurstpierpoint, Sussex.

## THE FOURTH TEST PROSPECTS.

CHANGES IN ENGLAND ELEVEN?

TYLDESLEY, FREEMAN & AMES TO GO IN?

SUGGESTED SELECTION

While it is nearly a fortnight before the Fourth Test Match opens at Adelaide, there is much speculation regarding the composition of the English team now the "Ashes" are safely landed.

Australia are relying on the eleven that did so well at Melbourne, with the exception that A. Jackson comes in place of V. Y. Richardson, who failed in both innings.

The Australian side will, therefore, be:

J. S. Ryder (Victoria), W. M. Woodfull (Victoria), A. F. Kippax (New South Wales), H. L. Hendry (Victoria), C. V. Grimmett (S. Australia), D. Blackie (Victoria), D. Bradman (New South Wales), A. Jackson (New South Wales), R. M. Ovenshaw (Queensland), E. L. A'Beckett (Victoria), W. A. Oldfield (N.S.W.)

So far there has been no indication of England's probable team.

A. P. F. Chapman has shown wonderful gifts of captaincy right through the Tests up-to-date, and, after three such magnificent victories, for which his leadership was not a little responsible, it seems almost churlish to write any word of criticism about anything he has done, but when a win is in sight, why not try to make it as convincing as possible?

Our Next England Eleven.

Duckworth seems to have got on the wrong side of the Australian crowd in the Second Test. The two incidents which gave rise to demonstrations from the Australian barrackers were the dismissal of Kippax, when Duckworth's opinion was upheld by the square-leg umpire, and an appeal by him against Blackie for a catch off a bump-ball.

There does not seem to be anything to justify any real hostility towards him on the part of the cricket public, and in all probability, by the next match, all will be forgotten.

The question arises as to whether the same side will do duty for England again. The whole team has done so well that perhaps it is unnecessary to make any alteration, but, as we have three victories to our credit, it might be permissible in the next Test to make some experiments, especially in view of the visit of the South Africans to England this summer.

How about trying this side in following batting order?

1. Hobbs, 7. Larwood,

2. Sutcliffe, 8. Ames,

3. Tyldesley, 9. Geary,

4. Hammond, 10. Tate,

5. Hendren, 11. Freeman,

6. Chapman.

This would be one of the strongest batting sides the world has ever seen, and would give some of those who, so far, have not had a chance in a Test the opportunity of showing their mettle without in any way, weakening our chances.

## COALYARD FIRE IN KOWLOON.

EXTENSIVE BLAZE EARLY THIS MORNING.

Extensive damage was done to a coalyard at No. 2, Soy Street, Mongkok, by a fire which occurred shortly before five o'clock this morning. A corrugated iron and wooden structure situated within the yard was practically destroyed, the damage to property and stock being estimated to amount to \$2,000.

A spark from a furnace inside the Man Hin Cheong sugar refinery which is situated side by side with the coalyard is believed to have started the fire which had attained formidable dimensions when the fire appliances arrived from the Kowloon and Mongkok Stations.

By focussing their hoses on the sugar refinery, the firemen were able to save it, although not without some damage being done by water and smoke to the contents. A cement godown adjacent to the refinery was left untouched by the flames.

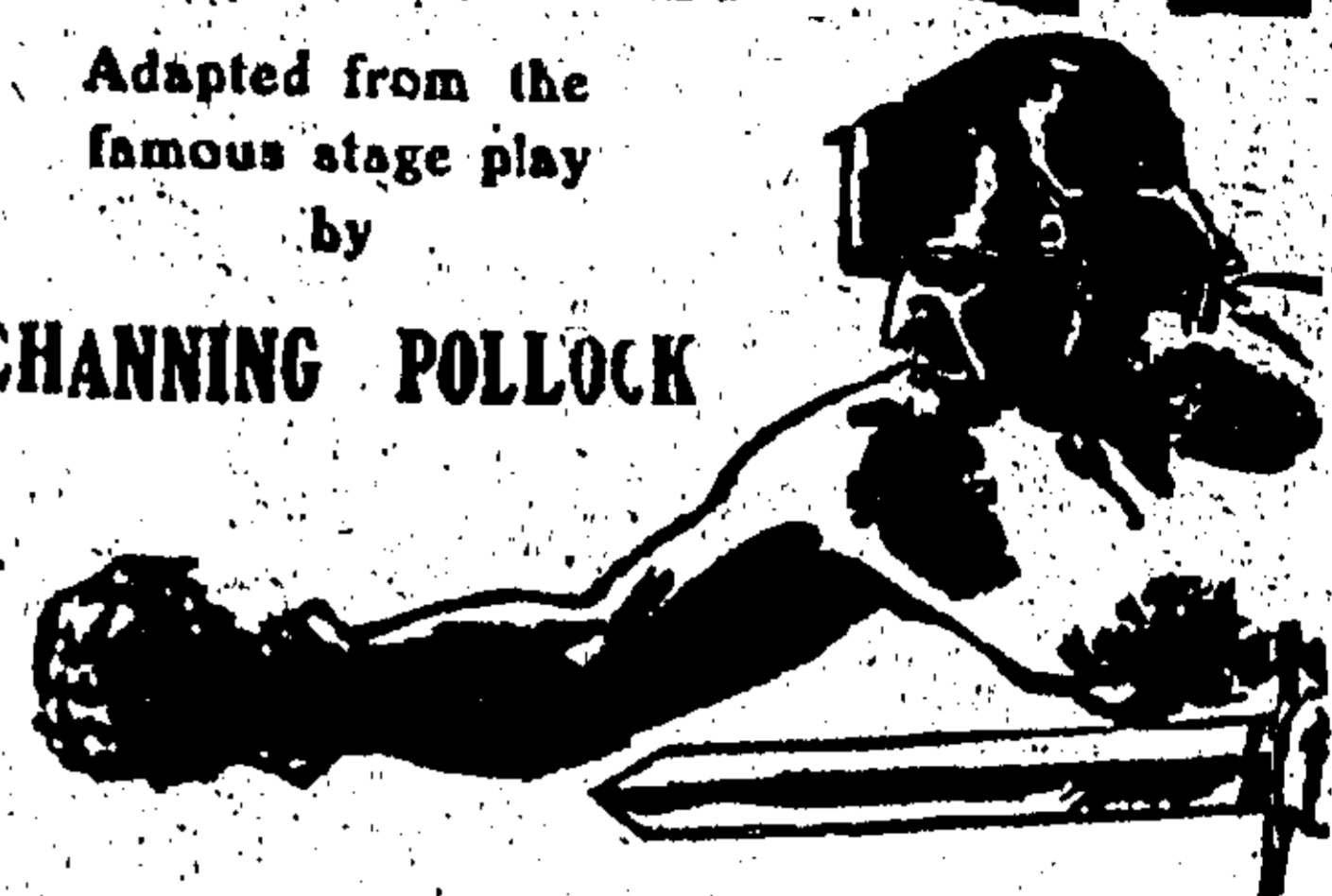
The engines returned to their stations an hour afterwards.

Mr. F. K. Kellberg, who has given \$25,000 to the miners' fund, is also employing miners on the rebuilding of his house at Stockgrove, Leighton Buzzard, Beds.

# THE ENEMY

Adapted from the famous stage play by

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The Thrill of a Life-Time!

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LILLIAN GISH

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RALPH FORBES

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FRANK CURRIER.

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At 2.30, 5.10, 7.15, and 9.20.

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**HAROLD LLOYD**  
IN  
**Hot Water**



See what happens to the Prince of Comedy when he "falls" for a pair of lovely deep blue eyes!

AT THE **WORLD** TO-DAY & TO-MORROW  
Orchestra 5.15 & 9.20. Interceptor 2.30 & 7.15.

Featuring the star of "The Way of All Flesh"

A Paramount Picture



**THE LOVES OF PHARAOH**

AT THE **STAR** TO-DAY AND TO-MORROW  
At 5.15, and 9.20.

MATINEE, TO-DAY AT 2.30.

"MOON OF ISRAEL"